
LOK SABHA DEBATES

Third Session (Seventh Lok Sabha)



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LOK SABHA SECRETARIAT
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LOK SABHA DEBATES

I

LOK SABHA

Thursday, July 3, 1980/Asadha 12,
1902 (Saka)

*The Lok Sabha met at Eleven of the
Clock.*

[MR. SPEAKER in the Chair]

OBITUARY REFERENCE

MR. SPEAKER: I have to inform the House of the sad demise of Shri Ugrasen who was a Member of the Sixth Lok Sabha during 1977—79 from Deoria constituency of Uttar Pradesh. Earlier he was a Member of the Uttar Pradesh Legislative Assembly during 1957—69.

A freedom fighter and social worker, Shri Ugrasen was imprisoned in the Quit India Movement of 1942 and was exonerated from Uttar Pradesh in 1944. He participated in the Labour movement in Bombay during 1945—49 and was imprisoned in the "Navik Vidroh" in 1946. He worked for the uplift of the depressed and down-trodden communities.

An active parliamentarian, he took keen interest in parliamentary proceedings and was a Member of the Patitions Committee of the Lok Sabha. He passed away at Lucknow on 1st July, 1980, at the age of 60.

We deeply mourn the loss of this friend and I am sure the House will join me in conveying our condolences to the bereaved family.

The House may stand in silence for a short while to express its sorrow.

The Members then stood in silence for a short while.

MR. SPEAKER: Questions. No 366.
1070 LS—1.

2

SHRI JYOTIRMOY BOSU: Q. 365
may be taken up if he is prepared.

MR. SPEAKER: Ye have postponed it. We will take it up next time.

SHRI JYOTIRMOY BOSU: You have power under rule 53 to put it as the first question in the Starred List. I will be grateful if it is done.

ORAL ANSWERS TO QUESTIONS

ILO's Recommendations on Minimum Wages for Seamen

*366. SHRI SATYAGOPAL MISRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Central Government have refused to accept the recommendations of the International Labour Organisation about the minimum wage for the Seamen;

(b) if so, the reasons thereof; and

(c) whether Government propose to have re-thinking about the salary and service conditions of the Seamen?

THE MINISTER OF SHIPPING AND TRANSPORT AND TOURISM AND CIVIL AVIATION (SHRI A. P. SHARMA): (a) No, Sir.

(b) Question does not arise.

(c) The wage rate and service conditions of Indian Seamen are determined by the National Maritime Board (India). Previously, the ILO Wage Rate was £ 48 which has been revived in 1976 to £ 78 per seamen per month. The Indian wage rate per seamen per month was £ 57 which has been raised to about £ 61 at the last meeting of National Maritime Board. The NMB

takes into consideration the spirit of the recommendations of ILO minimum wage rate for seamen. As wages of seamen has been recently revised by National Maritime Board in March, 1980, there is no proposal to have a re-thinking about the salary and service conditions of the seamen.

SHRI SATYAGOPAL MISRA: It is a matter of great regret that the seamen of our country are not getting the minimum wages recommended by the ILO. The service of the seamen is different in nature from that of others. They have to go outside their family and circle of friends and outside the country. Sometimes it is seen that they are taken on a contract basis. There is a registered pool and from that they are absorbed in service. I would like to know from the hon. Minister (a) what is the average monthly income of the Seamen in our country and (b) will the Government come forward with unemployment allowance to Seamen from sign off to sign on?

SHRI A. P. SHARMA: I have already stated that there is a National Maritime Board, which is a bi-partite body and it is this Board that fixes the wages of the Seamen. The Government does not interfere in this work and whatever is fixed for Indian Seamen is fixed with the consent of the Union of Seamen who are represented in the National Maritime Board. Therefore, so far as the Seamen are concerned, they are fully satisfied with whatever wages are fixed by the National Maritime Board. The wages of the Indian Seamen, as I have already stated, is ₹ 61, which comes to about Rs. 1090. This is comparable to that of the similar work force in ports and docks. This is the position and my hon. friend should understand that the Government does not interfere in this matter.

SHRI SUNIL MAITRA: The Minister has not replied to the second part of his supplementary as to whether the Government would give unemployment allowance to Seamen from sign off to sign on.

SHRI A. P. SHARMA: So far as the unemployment allowance is concerned, this question has been raised by the Seamen and we have recently introduced a scheme, according to which Rs. 1000 is to be paid as loan free of interest to the seamen during the period of unemployment. It is not paid for ever and when they are employed, at that time it will be recovered in instalments. So far as a concrete scheme for giving unemployment allowance is concerned, the Seamen's Union has raised this question and the Government has asked them to come forward with their suggestion as to how this is going to be worked out and after the suggestion is received, we will consider this question.

SHRI SATYAGOPAL MISRA: The Government has not declared any national policy on wages. Regarding the settlement, to which the Minister referred, I would like to say that the Seamen are dissatisfied with it and they are saying that this settlement came through the Union. In this context, I would like to know whether the Government will take a referendum from the Seamen of our country as to whether they accept the minimum wages recommended by the International Labour Organisation.

SHRI A. P. SHARMA: I would begin with the last part of the question. There is no question of taking any referendum. The seamen have got their unions. The National Seamen's Union is the union which is represented in the Maritime Board. The representatives of the Union and the representatives of ship-owners meet together and they fix up the wages. This is acceptable to the workers because up till now no representation has been received from the side of the workers opposing this settlement.

श्री छांगर राम : क्या माननीय मंत्री जी बतलायेंगे कि अन्तर्राष्ट्रीय श्रम संगठन की सिफारिशें क्या-क्या हैं ? मेरा दूसरा प्रश्न भी इसी से संबंधित है—पहले अन्तर्राष्ट्रीय श्रम संगठन के बोर्ड की बैठक दर 48 गैड थी, उस समय भारतीय

नाविकों की मजदूरी 57 पौंड थी, अर्थात् अन्तर्राष्ट्रीय श्रम संगठन से ज्यादा थी, लेकिन जब डाक में संतोषम हुआ तो अन्तर्राष्ट्रीय श्रम संगठन के बोर्ड की दर 78 पौंड हो गई, परन्तु भारतीय नाविकों की मजदूरी तो बढ़ी, लेकिन पहले के मुकाबले में वहीं बढ़ी, केवल 61 पौंड हुई। ऐसी स्थिति में उन का मोरल डाउन न हो, उनके मोरल को ऊंचा रखने के लिये क्या सरकार इस पर पुनर्विचार करेगी ?

श्री अनन्त प्रसाद शर्मा : अध्यक्ष महोदय, जो वेतन निर्धारित किया जाता है, जैसा मैंने पहले बतलाया, वह उनके मैरिटाइम बोर्ड के जरिये किया जाता है और मैरिटाइम बोर्ड जो वेतन निर्धारित करता है, इस बात को ध्यान में रखकर करता है कि सीमेंस का जो वेतन निर्धारित हो उसका वहां पर जो पोर्ट और डाक वर्क्स काम करते हैं, उनके ऊपर क्या असर पड़ेगा।

मैं माननीय सदस्य को एक और सूचना देना चाहता हूं—अभी हाल में लन्दन में इन्टरनेशनल ट्रांसपोर्ट फेडरेशन की मीटिंग हुई थी, उस मीटिंग में भी यह तय किया गया—

“The Committee also decided to evolve a new system under which the seamen would be paid locally settled wage which means, in India, wage settled by the Maritime Board and then the difference between this wage and ILO wage would be funded separately in respect of countries of seamen.”

This thing will be applicable to those seamen who are working on foreign ships.

श्री छांगुर राम : उनकी सिफारिश क्या-क्या है, यह तो बताना दीजिये ?

श्री अनन्त प्रसाद शर्मा : सिफारिशें मैंने बतलाई हैं—उनकी सिफारिश 78 पौंड की है लेकिन नेशनल मैरिटाइम बोर्ड ने यह तय किया है कि 61 पौंड दी जाये।

SHRI GEORGE FERNANDES: I am glad the hon. Minister referred to the recent meeting of the International Transport Workers' Federation which has decided that the difference between the locally paid wages and the wages that are accepted as a standard by the International Transport workers' Federation be paid into a fund. I would like to know from the hon. Minister, firstly, whether the fund will be utilised in India, because this is a problem that is peculiar in Indian seamen, and for the welfare

of the seamen of India or whether this fund will be an international fund which will go back to the shippers from whom, in the first place, the wages should be paid on account of Indian seamen and then be refunded to them because the Indian seamen are not allowed to take those wages.

Secondly, I have got here a complaint from a seamen, Mr. Sukumar Maithi, which says:

“No sooner they have received the ITF wages, the Government of India has taken this action of the Indian seamen as a gross violation of the Indian articles of Agreement and hence their CDC's are suspended by the Government of India till such time they pay back the ITF money back to the company concerned. The Government of India has taken this seriously in view of the fact that recipients of the ITF money have consciously violated the Indian articles of Agreement. The recipients of ITF money are facing the greatest crisis in their liver of losing employment forever in future.”

It is all because they are accepting the wages that are fixed by the International Transport Workers' Federation, not on Indian vessels but on foreign vessels. The sum total of this is that the Indian seamen who are working on a foreign vessel are getting a lower pay than the seamen who belong to other countries.

Will the Government of India, therefore, firstly, review its policy in regard to the wages and, secondly, in regard to service conditions of Indian seaman and not subject them to second class citizenship—citizenship may be a misnomer—second class wages whereas other employees belonging to other nationalities are paid the ITF wages?

SHRI A. P. SHARMA: I have already said, in the beginning, that when wages are fixed up. Government is not to interfere. Therefore, the question of Government interfer-

ing in the settlement of the wages does not arise.

As far as the particular complaint of the Hon. Member is concerned, I will certainly look into it as to how this complaint has arisen.

He has also asked what will happen to the money which will be funded. Naturally we expect that this money will be spent on the welfare of the seamen, but if there is any difficulty in doing that or as he has suggested that the money will go back to the shippers and then it will be paid back to the seamen, on that question I will find out what is the position but, naturally it is expected that this money will be utilised on the welfare of the seamen.

Forcible Eye Operation

*367. SHRI K. PRADHANI:

SHRI CHANDRABHAN
ATHARE PATIL:

Will the Minister of HEALTH be pleased to state:

(a) whether Government's attention has been drawn to the *Hindu* dated the 5th June, 1980 that a 35 year old casual labourer Viswambaran of Trivandrum (Kerala) who came in the hospital to attend to his wife was suddenly taken to the operation theatre and operated upon in spite of his protests that his eye-sight was perfect and he was not a patient;

(b) if so, the details thereof; and

(c) the reaction of Government thereto?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):

(a) The Government are aware of the news item which also appeared in Delhi issue of 'The Hindustan Times', dated 5th June, 1980.

(b) and (c). The preliminary enquiry report by the State Government of Kerala has revealed that eye operation had been done on the wrong per-

son. A detailed enquiry has been ordered by the State Government and the doctor who performed the eye operation has been placed under suspension. No injury or loss of eye sight has resulted to the person who underwent the operation.

SHRI K. PRADHANI: May I know from the Minister whether the doctor who operated the eye of Viswambaran on 2-6-80 verified his name before he conducted the operation, whether the doctor examined his left eye just before the operation on the same day, whether any consent was obtained from Viswambaran before the operation and, if so, what was the result of these precautions?

SHRI B. SHANKARANAND: As per the information available from the Kerala Government I do not have any information on these points. They have only informed me that the doctor who performed the operation has been suspended.

SHRI K. PRADHANI: May I know from the hon. Minister whether it is a fact that one Vijay Kumar, the brother of Viswambaran, filed a case in the Cantonment Police Station that his brother was unnecessarily operated upon and that the case-sheet of his sister-in-law Krishnamma had been tampered with? If so, what is the result of this?

SHRI B. SHANKARANAND: I have not received any information in this regard.

SHRI CHANDRABHAN ATHARE PATIL: In the reply it is said that no injury has been caused to the person who has been operated. As a matter of fact, surgical operation involves physical injury. Is Government satisfied with the report that no injury has been caused to Shri Viswambaran and if not, has Government directed them to institute criminal proceedings against the said doctor? Secondly, has Government granted or directed them to grant monetary compensation to the said injured person?

SHRI B. SHANKARANAND: Sir, there is a difference between injury and physical injury. The Hon. Member is asking about 'physocal injury'. (*Interruption*). Even the prick of an injection needle is an injury. So, any operation involves injury.

SHRI BAPUSAHEB PARULEKAR: This incident is a classic example of how doctors discharge their duties in Government hospitals. I believe this cautions all of us not to visit any Government hospital for medical treatment. A reference has been made to the *Hindu* in this particular letter, and I would, therefore, request the hon. Minister not to say that he has no information more than what he has stated because the entire information has been supplied in the article which has been referred to in this particular Question.

One Viswanatha Pillai was to be operated and instead, one Viswambaran who had gone to attend to his wife whose eye was operated, was taken to the operation table and in spite of protest, he was operated. The report further says that the person who was to be really operated on this day, that is, 30th May, was already operated on 26th May. In this background, I would like to ask some questions and I would divide my question into four parts, this being a very important question.

Is it not a fact that the person, Viswanatha Pillai, who was to be operated on 30th May, as the report goes, was already operated on the 26th May?

Secondly, I want to know whether the person to be operated is required to be given any anaesthesia and was given anaesthesia; also, for this purpose, whether pre-hospitalisation is required and if so, whether this report of pre-hospitalisation as to whether anaesthesia is to be given or not was supplied to the doctor and the anaesthetist.

I also want to know whether, in such cases of negligence, Government, without waiting for him to ask for any compensation in suit, will *suo moto* give compensation to Viswambaran.

PROF. MADHU DANDAVATE: I will not go to any hospital, nor send my wife.. (*Interruptions*)

SHRI B. SHANKARANAND: In spite of this fear in the mind of the hon. MPs, they are still being treated by government doctors and they prefer to be treated by government doctors in Delhi. Let us not condemn the community of doctors who are really doing some work in government hospitals. Let us not make such a statement. After all, they are taking care of our health and by and large, Members of Parliament are satisfied.

Regarding the operation of Mr. Viswanatha Pillai.

AN HON. MEMBER: Viswambaran or Viswanatha Pillai?

SHRI B. SHANKARANAND: That is how the mistake has been committed.

MR. SPEAKER: It is the name which was the source of trouble.

SHRI B. SHANKARANAND: The name has played the mischief here. When the doctor called out the person who was to be operated, I do not know why this wrong person was near the operation theatre; I do not know why he should have been near the operation theatre. I am told that this was a minor operation and was done under local anaesthesia. Even local anaesthesia requires that the person should wait for 15 minutes before he is operated. I do not know how he was detained for 15 minutes in the operation theatre. And it is said that it was forcibly done. I am not defending the doctor who did the wrong operation. But these are the things. This is a matter for inquiry, and the Kerala Government is holding an inquiry against the doctor who has already been suspended.

MR. SPEAKER: Next Question.

SHRI BAPUSAHEB PARULEKAR:

Sir, I seek your protection. The person who was to be operated was already operated. That is on record. Then, how did this mistake occur? He has not replied to that.

MR. SPEAKER: That inquiry is taking place.

Registration of Ship Supervisors etc. in Cochin Dock Labour Board

***368. SHRI M. M. LAWRENCE:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there has been long standing and persistent demand for registration in Cochin Dock Labour Board of (i) Ship Supervisors and Assistant Supervisors (ii) Stevedore Foremen and Assistant Foremen and non-DLB Stevedore labour;

(b) whether it is a fact that the Government of India have assured the concerned Union in the past that the question will be decided early;

(c) whether the Cochin Dock Labour Board has decided as early as 1973 to abolish the first two categories;

(d) whether the Cochin Dock Labour Board has further reiterated the earlier decision and prepared a scheme to decasualise all the above 3 categories by a resolution passed in December, 1979; and

(e) what is the reason for the delay in implementing the scheme?

THE MINISTER OF SHIPPING AND TRANSPORT AND TOURISM AND CIVIL AVIATION (SHRI A. P. SHARMA): (a) Yes, Sir.

(b) In November, 1979 when two unions threatened to go on strike demanding immediate acceptance of proposal for decasualisation of these workers, the federations of port and dock workers to which these unions

are affiliated, were advised to await the final decision in the matter.

(c) Cochin Dock Labour Board did not decide earlier to abolish the first two categories, but recommended their decasualisation.

(d) Yes, Sir.

(e) Government have accepted the proposal in principle. However, under Section 4 of the Dock Workers (Regulation of Employment) Act, 1948, Government is required to pre-publish the draft Scheme for public comments and action for this purpose is being processed.

SHRI M. M. LAWRENCE: This is a matter which is agitating the minds of the workers for a long time. Will the Minister take necessary action to expedite this process without any undue delay?

SHRI A. P. SHARMA: The approved scheme is now to be translated into Hindi and published for public comments as I have stated earlier. Two months time will be given for the public to send their comments and thereafter, a final decision on the scheme will be taken.

MR. SPEAKER: Next question—**Shri Kusuma Krishnan Murthy—No.** Next question, **Shri Arjun Sethi.**

Central Community Health Scheme

***370. SHRI ARJUN SETHI:** Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that the Central Community Health Scheme is running into difficulty;

(b) whether some State Governments are reluctant to continue it;

(c) what are the difficulties which are being experienced in implementing this scheme;

(d) if so, the names of such States and the reasons thereof; and

(e) the reaction of Central Government thereto?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):

(a) Yes, Sir.

(b) Yes, Sir.

(c) Difficulties are being experienced by the State Governments in meeting their share of 50 per cent of the expenditure on the Scheme.

(d) The Government of Punjab has discontinued the Scheme. The State of Rajasthan has not agreed to extend the Scheme further; this expansion was envisaged to commence from 2-10-1979. Bihar & Haryana have not intimated their formal decision regarding the further expansion of the Scheme, which was to commence from 2-10-1979.

(e) Efforts have been made to impress upon the States to secure allocations for meeting their share of 50 per cent of the expenditure on the Scheme and to agree to implement it according to the envisaged plan of phased extension.

SHRI ARJUN SETHI: While answering parts (c) and (d) of my question, the hon. Minister has stated that some of the States have expressed their unwillingness to share the burden. So, in this context, may I ask the hon. Minister whether before launching this scheme, the Central Government has not taken their willingness or consent for the same? If so, why are these State Governments now reluctant to share their burden?

SHRI B. SHANKARANAND: It is not a question of willingness. All the States started in 1977 when this scheme was introduced. When the Central Government said that the scheme will go on on the basis of 50 per cent: 50 per cent, these States have refused to accept the same.

SHRI ARJUN SETHI: Do I mean that initially the decision was not taken whether this cost will be borne

by the Central Government or the State Government?

In this context, may I know since according to the study of the Institute of Medical Health and Social Welfare, at least 80 per cent of the people are in favour of the scheme because the facilities are available at their door-steps, whether the Minister would take all possible initiative so that the scheme is not discontinued?

SHRI B. SHANKARANAND: Sir, the willingness of the people is something different from the willingness of the Government to continue the scheme. We are persuading the State Governments to accept the scheme.

Introduction of new Trains

*371. **SHRI B. R. NAHATA:** Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) the number of Passenger Trains introduced on each Railway Zone during the last three years,

(b) the number of trains introduced on Ajmer-Khandwa section of the Metre Gauge of the Western Railway during the last three years; and

(c) the number of trains that have either been cancelled or amalgamated in this Section of the Western Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) 225 non-suburban passenger trains were introduced during the last three years on the Indian Railways.

(b) One pair of trains viz. 69/70 Ajmer-Kacheguda, biweekly Express was introduced from 1-10-77.

(c) Nil during this period.

SHRI B. R. NAHATA: Sir, before I put my supplementary, I want to know whether it is an answer given to the question or the question has been avoided. Kindly look to part (a) of the Question namely, the

number of passenger trains introduced on each Railway Zone during the last three years.

They have only given the total number in order to avoid the first part of the question. There is a discrepancy, disparity, between different sections of the railways in introducing the new trains. That is why I say a proper answer to the question has not been given. In the absence of that, whatever be your necessary direction, that may be given to the Minister so as to give me a full information to the questions put by the hon. Member.

MR. SPEAKER: You want the trains introduced zonewise.

SHRI B. R. NAHATA: Yes, Sir.

SHRI MALLIKARJUN: Mr. Speaker, Sir, it is a very important question. The hon. Member must also know for example that K. K. Express starts from Bangalore and it passes through various zones. This is an overall system in the Indian railways (*Interruptions*). There are local, shuttle, trains which start from one area and which will go for 50 k.m. There are non-suburban trains also which cover a distance of thousands of kilometers. These 225 trains-non-suburban trains include passenger trains, fast passenger, express and various other trains.

SHRI B. R. NAHATA: Sir, my question was: In what sections new trains have been introduced. If they do not have any information about that, then what is the use. we know what are the trains running on the Western Railway; we know what are the trains running on the Central Railway and we know the trains running in the north-eastern railways. These are known to us.

My submission is that because a particular train starts from a particular station therefore it would not be possible for the hon. Minister to give us that information is not a satisfactory answer.

MR. SPEAKER: He is talking about the servicing of each zone.

SHRI B. R. NAHATA: It is not only the servicing but the services will also have to be rendered to all parts of the country. Anyway, I request through you that he should give me the information so that I can raise the issue later. Now I raise supplementary.

- (a) What are the principles on the basis of which new trains are started on different routes and different sections;
- (b) Have these principles been followed in the case of Ajmer-Khandwa Section? In spite of the fact that the Western Railway is giving profits of crores of rupees every year and some railways are incurring heavy losses, why many new trains have been introduced in those areas and only one train has been introduced here and that too by amalgamation of two trains? No new train has been started at all.
- (c) There is population of about a crore who are being served by the train in Ajmer-Khandwa Section. In M.P. and Rajasthan which have nine districts why only one train has been started during this period. What is the reason for that?

SHRI MALLIKARJUN: So far as the principle involved in running the new trains is concerned, it is a common understanding and it involves clearance of funds and other factors. Clearance is required from the Planning Commission for funds etc.

So far as the second part of his question is concerned, on 1-10-77 a bi-weekly Ajmer-Kacheguda had been started. The Ajmer-Meghnagar Shuttle was extended upto Chittorgarh from 1-4-77. The area is being served by the train. In Ajmer-Khandwa region one of the most

important factors for running the train is that cement transportation has to be given priority. For that reason already in the present budget Rs. 3 crores have been sanctioned to have further lining because of the high utilisation of the route from Ajmer to Ratlam. In the past three years only one new train has been started and one train has been extended.

SHRI B. R. NAHATA: Sir, the hon'ble Minister has said that a shuttle train has been started between Meghnagar and Chittor. Meghnagar is on broad-gauge and Chittor is on Meter-gauge. So, no train can be started.

My second supplementary is that Chetak Express has been started from Udaipur to Delhi and one train which was going from Khandwa to Ajmer has been stopped at Chittor in order to run Chetak Express from Udaipur. Is it a fact that the Chetak Express is not an additional train but an amalgamation of the two trains and it has caused great inconvenience to the passengers coming from Khandwa and going to Khandwa.

SHRI MALLIKARJUN: This had happened in 1969. One fast passenger train which was running between Ajmer and Khandwa had been cancelled but in lieu Chetak Express has been introduced and it meets the requirements of the passengers of that section.

शोरगुल का स्वास्थ्य तथा मस्तिष्क पर प्रभाव

* 372. श्री मूलचन्द जगल : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सहरों में शोरगुल का स्वास्थ्य तथा मस्तिष्क पर बुरा प्रभाव पड़ता है और क्या सरकार द्वारा शोरगुल रोकने के लिए कोई कानून बनाया जा रहा है ; और

(ख) यदि हाँ, तो फलबालाओं तथा निविहसल-तलों की ओरों में जाँच कसावत बनाने रखने के लिए सरकार द्वारा क्या कदम उठाये जायेंगे ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) and (b). High frequency and high intensity noise has an adverse effect on health. The physiological manifestations may be related to annoyance, irritation or lack of concentration etc. Continued exposure to such noise may also result in fluctuation of blood pressure, impairment of heart functions and neurological and digestive disorders.

There is at present no proposal to enact any law to control noise pollution. At present, whenever necessary, noise pollution control can be effected by:—

- (i) operating on the relevant provisions of the Criminal Procedure Code and the Municipal Laws;
- (ii) proper maintenance of vehicles and enforcing the relevant provisions of the Motor Vehicles Acts to control noise pollution caused by road traffic;
- (iii) making necessary provisions in the Factories Act, 1948 to control noise within factories; and
- (iv) maintenance of silence zones, by the local authorities, around schools and hospitals.

श्री मूलचन्द जगल : जो प्रश्न किया था उसमें आपने यह तो मेहरबानी की कि वायु प्रदूषण और जल प्रदूषण के अलावा शोरगुल प्रदूषण की बात आपने बताई कि इसका बहुत बड़ा असर होता है, यहाँ हमसब में शोरगुल होता है उधर की तरफ से ... (बयबधाव) ... देख लीजिए, यह प्रदूषण हो रहा है. शोरगुल का मैं एक बात कहना चाहता हूँ कि आज भी मन्दिरों में, गुम्हारों में और धार्मिक स्थानों में भगवान की जगाने के लिए, प्राङ्ग-प्रवर्तन में हाई-पावर साउंड स्पीकर लगाते हैं, उसकी रोक के लिए क्या कोई उपाय आपने किया है या कोई कानून बनाया है या नहीं ? कुछ भी कानून है या नहीं ? यदि नहीं तो कोई कानून न बनाने का कारण क्या है ?

SHRI NIHAR RANJAN LASKAR: At present there is no such proposal to enact any such law in this regard.

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND): There are municipal rules and municipal laws to prevent such noise pollution. It is for the Local Authorities concerned to prevent such noise.

श्री मूलबन्ध डागा : अध्यक्ष महोदय, मैं मंत्री जी से जानना चाहता हूँ क्या आपने दिल्ली और हमारे बड़े-बड़े शहरों में हास्पिटल्स, स्कूल्स और हमारे इंस्टीट्यूशन्स के पास, जहाँ पर शांत वातावरण की आवश्यकता होती है, कानून के द्वारा गाइलेंस जोन्स बनाने की व्यवस्था की है या ऐसा करने का विचार है ? इसके अभाव में आज बीमारियाँ बढ़ती जा रही हैं और इसकी वजह से आपका खर्चा भी बढ़ जायेगा ।

SHRI NIHAR RANJAN LASKAR: I can tell the hon. Member that this subject of 'Prevention of Pollution' is within the jurisdiction of the Ministry of Works and Housing.

They have set up a Committee and the Committee has given certain recommendations.

One of the recommendations of the Committee is this. I quote:—

"The Committee, after examining in depth the various aspects of environmental pollution, are of the opinion that in order to have uniformity of approach towards environmental pollution control measures throughout the country, and to ensure strict enforcement, the Government might consider the feasibility of enacting a comprehensive legislation so as to provide for the control of all forms of Environmental Pollution."

So, this is under consideration.

SHRI DIGVIJAY SINH: There is a contradiction in the reply given by him that there is no proposal now to enact any such law.

Sir, there is a National Committee of the Govt. of India for Environ-

mental Planning and Coordination, of which I am a Member. Now, Sir, this enactment for containing noise pollution is already on the anvil. So, this clearly proves this, that there is no coordination at all between the various agencies of the Government as far as Environmental Pollution is concerned. The information given by him is not correct, because this is on the anvil in the National Committee for Environmental Planning and Coordination.

SHRI NIHAR RANJAN LASKAR: I have already said, it is under consideration. However I can say this: Parliament is competent to enact such laws. It is also there.

MR. SPEAKER: You have said that.

DR. KARAN SINGH: The Minister in his reply has pointed out rightly that noise pollution is accepted as a major health hazard. There are a number of studies undertaken by the WHO, which proves that this health hazard is very much more serious than what people originally thought. The Select Committee which looked into the Prevention of Air Pollution has given its report to the House. It has made a specific proposal that legislation with regard to noise pollution should also be undertaken by Parliament.

Will the hon Minister please let us know whether that Report of the Select Committee on the Prevention of Air Pollution Bill is under consideration; and whether the specific recommendation that we have made—I happened to be the Chairman of that Committee—that suitable legislation should be undertaken for prevention of noise pollution, is receiving the attention of the Government?

SHRI NIHAR RANJAN LASKAR: As I have already said, we are looking into this. We are trying to bring forward a comprehensive legislation in this regard.

दियासलाई कारखानों में बच्चों को काम पर लगाया जाना

* 373. श्री छीतूमाई गामित :
श्री नीरेन घोष :

क्या श्रम मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कुछ दियासलाई कारखाने 5 वर्ष के बच्चों को काम पर लगाने हैं ;

(ख) क्या कुछ खानों में भी छोटे बच्चों को नौकरी पर रखा जा रहा है ; और

(ग) यदि हां, तो क्या सरकार का विचार कोई कानून बनाने का है जिससे कारखाना अथवा खान मालिक ऐसे छोटे छोटे बच्चों को नौकरी पर न रख सकें ?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) to (c). Employment of Children Act 1938 and the Factories Act, 1948 do not permit employment of children below the age of 14 years. The Mines Act 1952 prohibits employment of children of less than 16 years in work underground and of children of less than 15 years above ground.

However, it has come to notice of Government that in a report to the Commission on Human Right it is stated that children as young as 5 and 6 can be found working all day long in Sivakasi. Sample surveys carried out by the Labour Bureau go to show that there was no child labour in mines. If such specific cases are brought to the notice of the Government appropriate action under the law would be taken.

श्री छीतूमाई गामित : माननीय अध्यक्ष महोदय, मंत्री जी ने जो उत्तर दिया है उससे मैं पूरी तरह से सहमत नहीं हूँ। आज भी हमारे देश में बहुत सी फैक्ट्रीज और खानों में कम उम्र के लड़के मजदूरी का काम कर रहे हैं। कई जगहों पर तो उनसे जबरदस्ती काम कराया जा रहा है। आई० एल० ओ० ने तीन चार महीने पहले उनके बारे में सर्वेक्षण किया था, उसकी रिपोर्ट भी आई है। उस रिपोर्ट में बताया गया है कि हिन्दुस्तान में करीब 28 हजार कम उम्र वाले लड़के काम कर रहे हैं और मेमालय की कई स्थानीय कम्युनिशंस, दियासलाई बनाने वाली कंपनियों में कम उम्र वाले लड़के काम कर रहे हैं।

बाइल्ड-लेबर-न-इंडिया में भी यह बताया गया है, हिन्दुस्तान के करीब 11 हजार कम उम्र वाले लड़के काम कर रहे हैं। मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि उनकी इस रिपोर्ट के बारे में सरकार की क्या प्रतिक्रिया है। पिछले पांच साल में कम उम्र वाले लड़कों से काम कराने वाले लोगों के खिलाफ कोई कार्रवाई की गई है ?

श्री टी० अंजिया : अध्यक्ष जी, मैंने यह नहीं कहा है कि पांच साल के ऊपर उम्र वाले जो बच्चे हैं, वे काम नहीं कर रहे हैं। मैंने यह कहा है कि यह तमाम हमारी रिपोर्ट्स में है, मैं जानता हूँ। स्टेट गवर्नमेंट्स को हमने इसके बारे में लिखा है। इस संबंध में एग्री कमेटी भी बनाई गई है, इसकी रिपोर्ट भी आई है। इस रिपोर्ट पर हम एक्शन लेने के लिए भी तैयार हैं और बहुत जल्दी ही स्टेट गवर्नमेंट से बातचीत करके अमल में लाने की पूरी कोशिश करेंगे।

श्री छीतूमाई गामित : माननीय अध्यक्ष जी, कई होटलों में कम उम्र वाले लड़कों के बारे में सर्वेक्षण किया गया है। इस रिपोर्ट में बताया गया है कि उन लड़कों में से ज्यादातर गरीब और 70 परसेंट ऐसे लड़के हैं, जो गरीबी की रेखा के नीचे जीवन बिताते हैं। मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि हमारे देश में जो गरीबी की रेखा के नीचे जीने वाले जो कुटुम्ब हैं, उनके रोजगार के लिए क्या कोई प्रबन्ध किया गया है और इन कुटुम्ब के लड़कों को जो मजदूरी करनी पड़ती है, जिससे वे शिक्षा नहीं प्राप्त कर सकते हैं, ऐसे कुटुम्ब के लड़कों के लिए क्या कोई शिक्षा के लिए विशेष प्रबन्ध किया जाएगा ?

श्री टी० अंजिया : अध्यक्ष महोदय, यह कठिन मसला है, इसको हल करना मुश्किल है, क्योंकि चिल्ड्रन्स काम कर रहे हैं, इस बात से हम इंकार नहीं कर सकते हैं। एग्रीकल्चर फील्ड में भी लोग काम कर रहे हैं और जहाँ मैं समझता हूँ कि इसके ... (व्यवधान) ... आपके जमाने में तो कुछ नहीं हुआ ... (व्यवधान) ... यह सब आप ही के जमाने का है ... (व्यवधान) ... मैं यह जानता हूँ आपने तीन साल तक क्या किया, इस अंगड़े में मैं पड़ना नहीं चाहता हूँ ... (व्यवधान) ... आपके बंगाल में क्या काम हुआ, यह भी मैं जानता हूँ ... (व्यवधान) ...

MR. SPEAKER: No cross-talk please..... Mr. Minister, you are not supposed to answer them like this. You should address the chair. When they put a question, only then answer, not now....Order please.

श्री टी० अंजिया : अध्यक्ष जी, पिछले तीन साल की जो रिपोर्ट हमें जनवरी में मिली है, उसके मुताबिक न कोई एक्शन लिया गया है,

न उस पर कोई सन्देश भी नहीं है। उसमें एम्प्लॉयमेंट कोटिडिक्ट के बारे में, उनकी बेरोजगारी के बारे में, न्यूयॉर्क-ड्यूटी के बारे में रिक्मेंडेशन हुई है, इन रिक्मेंडेशन पर स्टेट गवर्नमेंट से बातचीत करके, यदि इसके 'ला' में कोई अम्प्लीमेंट करने की जरूरत पड़ी, वह करके, इसको इम्प्लीमेंट करने का पूरी कोशिश करेंगे।

(Interruptions)

MR. SPEAKER: Now Mr. Niren Ghosh.

(Interruptions)

MR. SPEAKER: Order please. Mr. Niren Ghosh is on his legs.

(Interruptions)

SHRI NIREN GHOSH: Sir, we know that there are employer-oriented trade union leaders. I do not know whether Shri Anjiah is one of them. Why should he get excited? Was it proper for him? Coming to brass-tacks, he has not answered the question. I.L.O. has given a figure about the number of child labour. What is the information at his disposal? He can corroborate it, or differ from it. In how many States is child labour being employed? Has the Government started any case since it came to power 5 months ago? Will he take any steps? If there are 70 per cent of the people below the poverty line, they might be forced to give their children in bondage to those people. In any case, how many cases did he start and enquire into; and has anybody been sent to jail? What steps does he now propose to take, to uproot this evil for ever?

श्री डी० ब्रजध्या : मैं अब अगर कुछ कहूंगा तो अपोजीशन लीडर्स को दुस्ता या जायेगा। इन लोगों ने एकत्र लिये हैं या प्राक्कयूनज किये हैं, हमें मालूम है। एक-दो स्टेट को छोड़ कर किसी स्टेट में कुछ नहीं दुष्ट है। मद्रास में कुछ काम हुआ है, वहाँ कुछ एकत्र लिए गये हैं। मगर जैसा श्री डी० एल० श्री० की रिपोर्ट के बारे में कहा गया है, वह या नहीं है। जनवरी में हमारे प्रोक्सिज की जो कमेटी बनी थी उस की रिपोर्ट भी या नहीं है और उस के इम्प्लीमेंटेशन के लिए हम पूरी कोशिश करेंगे। लेकिन इस का इम्प्लीमेंटेशन स्टेट्स को करना है, हम स्टेट्स गवर्नमेंट की तरफ से एक सेज बन कर इस को इम्प्लीमेंट कराने की कोशिश करेंगे। इस बारे में हम बहरी स्टेट्स उठा रहे हैं।

SHRI NIREN GHOSH: He is giving an assurance. He is not answering my question. Sir, do you think he has answered it?

MR. SPEAKER: He said it was a State subject. They are asking the States.

SHRI NIREN GHOSH: It is a concurrent one.

श्री रत्नविलस पासवान : आप लाख कानून बना लेंगे, लेकिन जब तक जो बेमहारा ल के है, जिन के मां बाप को भी रोजगार नहीं मिलता है, उन्हे के बेटे को कहाँ से रोजगार मिल जायगा। ऐसी हालत में 5-10 साल के बच्चों को नौकरी करने से, फैक्ट्री में जाने से आप रोक नहीं सकते हैं। मैं आप से पूछना चाहता हूँ कि जो लड़के बेमहारा हैं, भीख मागते हैं, जिनको कोई देखने वाला नहीं है, क्या केन्द्रीय सरकार उनके लिए कोई योजना बनायेगी? चाहे एक बार ये यह काम न हो, फेर बाइज हो, इस साल में हम इतने लड़कों को पढ़ायेंगे, उनको अच्छा नगरिक बना देंगे—इस तरह की कोई योजना क्या सरकार के पास है?

श्री टी० ब्रजध्या : इस प्रश्न का फैक्ट्रीज में काम करने वाले, माइनर में काम करने वालों में कोई ताल्लुक नहीं है। इस लिए जो प्रश्न आप ने पूछा है, उस के लिए नोटिस देंगे, तो जवाब दूंगा।

श्री मलिक एम० एम० ए० : श्री मंत्री महोदय ने कहा है कि जो मेन क्वेश्चन है उस से इस सवाल का ताल्लुक नहीं है। मैं जानना चाहता हूँ कि जो बच्चे पाँच साल से उपर की उम्र के हैं अपने मां-बाप की गरीबी की वजह से गुजर के लिए मीलों में या खेतों में या दूसरे तरीके से मेहनत मजदूरी करते हैं, उनके बारे में कोई कानून पाबंदी लगाने के बजाय क्या गवर्नमेंट कोई ऐसा इंतजाम करेगी जिससे कि उन्हें अपनी उम्र से ज्यादा काम न करना पड़े और उनका कोई दूसरा इंतजाम भी हो सके?

श्री टी० ब्रजध्या : वह सजेसन है इसके बारे में

श्री गिरधारी लाल व्यास : मैं जानना चाहता हूँ कि 1977 के पहले कितनी चाइल्ड लेबर थी और 1977 के बाद कितनी चाइल्ड लेबर बढ़ी?

श्री डी० ब्रजध्या : यह मतलब बड़ा कठिन मतलब है। यह जो फैक्ट्री में बैकग करने के लिए आते हैं तो ऐसा होता है कि बच्चे भी एम्प्लॉएड होते हैं उनको छिपा दिया जाता है। यह मतलब एक गरीबी का मतलब है और इस मतलब को हल करने के लिए ठीस कदम उठाने पड़ेंगे सिर्फ कामूनी एक्शन से तो यह हल नहीं होगा बल्कि और दूसरे स्टैप्स भी उठाने पड़ेंगे।

श्री गिरधारी लाल व्यास : मैं जो सवाल किया था उसका जवाब नहीं दिया।

SHRI N. K. SHEJWALKAR: You must protect the House. To the last three questions, no relevant replies have been given.

MR. SPEAKER: I am looking after the whole House.....

SHRI DIGVIJAY SINH: Almost 15,000 children in Gujarat State do diamond polishing. By the time they reach the age of 15, they lose their eye sight. Is the government aware of this thing and what steps have been taken against this?

श्री टी० प्रजयदा : मैंने कहा कि यह स्टेट गवर्नमेंट के इम्प्लीमेंटेशन करने का मसला है। मैंने यह नहीं कहा है कि इसमें एक्सप्लाइडेशन नहीं है, इसमें एक्सप्लाइडेशन है। इसमें जितना एक्शन लिया जाना चाहिए वह हम लेंगे। जो रिपोर्ट आया है उसको स्टडी करने की एक्शन लिया जा सकता है।

Agreement with Bangladesh for River Route service to Karimganj

***374. SHRI SANTOSH MOHAN DEV:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether any agreement has been signed with Bangladesh Government through river route service to Karimganj (Bangladesh); and

(b) if so, the date from which it is likely to restart?

THE MINISTER OF SHIPPING AND TRANSPORT AND TOURISM AND CIVIL AVIATION (SHRI A. P. SHARMA): (a) Under the Protocol on Inland Water Transit and Trade signed by the Governments of India and Bangladesh in November, 1972 river services on Calcutta-Karimganj-Calcutta route are already being operated.

(b) Calcutta-Karimganj river service was resumed from 19th May, 1975. This service is continued for about 5 months in a year when the water depth is sufficient for economic operation in this route for the existing vessels of the Corporation.

SHRI SANTOSH MOHAN DEV: In his reply the Minister has said that

there is an agreement with Bangladesh from 1972. From 1972 till today, how many times the rivers have been operated from Calcutta to Karimganj? In view of the present position in Assam, the economic condition of Cachar, Mizoram and Tripura is so bad that essential commodities are being sold at the highest prices as compared to the whole country. What steps his Ministry proposes to take to make this service a regular one?

SHRI A. P. SHARMA: I have already said that the service has been now resumed; and I suppose it will be a regular service. But the difficulty is that on the side of Bangladesh, the water depth is not sufficient that we can carry on the service regularly. We are going to have a meeting with the Bangladesh Government. There is a standing committee between the Governments of India and Bangladesh and in that meeting, we are going to raise this question as to how they are going to improve the position on the other side so that we can have a continuous service.

MR. SPEAKER: The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Improvement in Delhi Hospitals towards Patients

***369. SHRI KUSUMA KRISHNA MURTHY:** Will the Minister of HEALTH be pleased to state:

(a) whether Government are aware of the imperative necessity to make the Government doctors in Delhi to show positive response and responsibility in action towards the patients in general;

(b) what other immediate improvements Government propose to make in hospitals in Delhi; and

(c) the corrective steps taken so far?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):

(a), (b) and (c). The doctors in Government Hospitals are by and large conscious of their duty and responsibility towards the patients under their treatment. Instructions are reiterated from time to time to the staff including doctors in the hospital, to respond positively and to be courteous with the patients and their attendants. Surprise visits and checks are conducted by Supervisory Officers and whenever required, action is taken against Government doctors found lacking in a sense of responsibility and consciousness of duties.

Wagon shortage hits Iron Ore Export

*375. SHRI ANANDA PATHAK:

SHRI SUBHASH CHANDRA BOSE ALLURI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the wagon shortage has hit the iron ore export to Japan; and

(b) if so, the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) There was no shortage of wagons for movement of iron ore for export to Japan.

(b) Does not arise.

Utilisation of Idle Rake as 313 up from Burdwan to Asansol

*376. SHRI DINEN BHATTACHARYA:

SHRI SUSHIL BHATTACHARYA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the Eastern Railway opted to utilise the idle rake as 313 UP scheduled to leave Burdwan Station at 10.00 hours and reaching Asansol at 12.30 hours;

(b) if so, why the Eastern Railway is not fulfilling their commitment; and

(c) the steps taken by Government to meet the demand of the workers of general shift?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c). On demand from two Members of the Zonal Railway Time Table Committee, an examination was made to start 313 Up Burdwan-Asansol Passenger at 5.50 hours from Burdwan instead of the present schedule of 10.10 hours. However, the proposal could not materialise due to operational difficulty.

No commitment as such was made to change the timings of 313 Up Burdwan-Asansol Passenger.

The general shift at Durgapur usually starts at 7.00 hours and closes at 16.00 hours. The workers of this shift can easily avail of 339 Up Burdwan-Ranchi/Hatia Passenger from Burdwan to reach Durgapur at 6.39 hrs. and 314 Dn Asansol-Burdwan Passenger which leaves Durgapur at 16.51 hours for Burdwan. These trains adequately serve the requirements of the workers of the general shift. Representations from the passengers protesting against any change in the present schedule of 313 Up Passenger have also been received.

Social Burdens on Indian Railways

*377. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government would quantify the social burdens in financial terms on the Indian Railways;

(b) whether these burdens are excluded from the payment of the dividend to the general revenues;

(c) if not, the reasons therefor; and

(d) the arrangement in other foreign countries?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, the affect of "social burdens" is already being quantified in financial terms and is exhibited in the Explanatory Memorandum on the Railway Budget circulated every year alongwith the budget documents.

(b) No special dispensation is being given under the Railways Dividend Liability to the general exchequer on account of losses incurred on social burdens. Only capital investment on uneconomic branch lines is excluded from payment of dividend to general revenues till such time they are rendered remunerative.

(c) The problem of social burdens has come up after the nationalisation of the total railway net work on the Indian Railways and the ownership and management of the railway system came to be vested with the Government. Ever then, till 1965-66, they had enough cushion to absorb this burden since its quantum was comparatively low but with the rising costs of staff and material, the matter of social burdens is assuming importance.

The social burden are grouped under two heads:—

(a) Goods Traffic moved at rates which are below cost. The losses on low rated commodities are generally on account of movement of articles of common consumption which are required by common man for his daily needs, and commodities which are voluminous, but with low loadability like fodder etc.

(b) The coaching services have been incurring losses on suburban passenger traffic which have been allowed concessional rates by long standing conventions, and other concession to non-suburban traffic. The tariff for short distance traffic upto 50 Kms is also artificially low. All these have contributed considerable losses under passenger services.

The losses listed under the above-mentioned two groups include the uneconomic operations on branch lines also.

The question of giving necessary relief to the Railways on account of social burdens has been considered by various committees who have reviewed the financial working of the railways. These include—

(i) The Railway Convention Committee (1973) which agreed in principle that in view of the continuous deterioration in the financial position of railways, it is no longer possible for them to bear the losses on suburban services and the question should be studied by a high-level committee.

(ii) The Committee on Transport Policy and Coordination (1966), had also pointed out the need to develop alternative facilities for transportation of goods on the sections where railways carry traffic below cost. The existing branch lines which are proving unremunerative should be closed down.

(iii) The Estimates Committee (1967-68) and the Public Accounts Committee (1968-69) also agreed in principle that the railways should not be asked to carry this burden.

Recently, the High Level Committee on Social Burdens (1979) has examined the question in depth and they have made several suggestions to pull out Railways for the losses being incurred on low-rated traffic (goods) and revision of season tickets for suburban traffic. Their recommendations were referred to the Rail Tariff Enquiry Committee who have considered them and made suitable recommendations in their own report. These are under examination in the Ministry of Railways.

Efforts are being made to review the working of uneconomic branch lines and movement of uneconomic passenger and goods traffic with a view to gradually readjust the tariff to cover the basic cost.

(d) The practice of carrying social burdens is not peculiar to Indian Railways alone. It is indeed a built-in feature of railway systems the world over. In most of the countries, the railways are being compensated for the losses they incur in consequence of their public service obligations, such as operation of uneconomic services, complying with price restraint orders and carrying certain traffic at concessional rates, etc. The practice in this regard varies from country to country but the reliefs are mainly in the following forms; (a) outright grants to cover the deficit; (b) soft loans to meet the accumulated burdens; and (c) the facility of writing off or writing down accumulated debts and unproductive capital.

Arms Supply to Rebels in N. E. Region

*378. SHRI K. P. SINGH DEO: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the news item in the Hindustan Times of the 11th June, 1980 that foreign arms are being imported through Chittagong Port for being supplied to rebels in North Eastern Region of India; and

(b) whether the Government of Bangladesh have been asked to desist from helping the armed revolutionaries of this region and if so, their reaction in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). Yes, Sir. However, these reports have not been confirmed and the Bangladesh Government have also denied them.

Pending Refund Cases

*379. KUMARI KAMLA KUMARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that thousands of refund cases for

1st class are pending in the office of Chief Commercial Superintendent, Northern Railway and the officials do not bother to clear the cases;

(b) if so, the number of pending cases; and

(c) the steps to be taken by Government in this matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) and (b). No separate statistics of refund cases for 1st class passengers are maintained. However, as on 30-6-1980, 7,990 old refund cases were pending disposal as a result of sharp increase in the intake of claims consequent upon the transfer of work relating to Delhi-Tughlakabad section of Northern Railway from 1-4-1979.

(c) (i) The general procedure for verification and processing of refund claims has been simplified and relaxed to cope with the arrears.

(ii) Additional posts of Refund Clerks have been sanctioned by Northern Railway Administration to clear the arrears of refund cases.

(iii) The existing staff have been persuaded to undertake extra work beyond the normal duty hours by assuring cash incentive.

Israel's Consulate in Bombay

*380. SHRI G. M. BANATWALLA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Heads of Missions of the Islamic Conference States in New Delhi have on or after 12th November, 1979 requested the Government of India to order closure of the Israel's consulate in Bombay; and

(b) whether Government have sought or propose to seek the closure of the said consulate?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) The Israeli Consulate in Bombay has been functioning in India since 1951. The request of the Heads of Mission of the Islamic Conference for closure of the Israeli Consulate has been taken note of.

गंगा नदी पर पुल

*381. श्री सरयदेव सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तरी तथा दक्षिणी बिहार के बीच रेल सम्पर्क की व्यवस्था करने हेतु डीघा और सोनपुर के बीच गंगा नदी पर पुल बनाने तथा रेल की पटरी बिछाने में हुए विलम्ब के क्या कारण हैं; और

(ख) सरकार का इस लाइन को कब तक चालू करने का विचार है ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाकर शरीफ) : (क) और (ख). डीघा के निकट गंगा नदी पर पुल के निर्माण से सम्बन्धित तकनीकी पहलुओं के बारे में इस समय केन्द्रीय जल एवं बिजली अनुसंधान स्टेशन, पुणे अध्ययन कर रहा है। मामले पर आगे कार्यवाही केवल तब ही की जायेगी जब अध्ययन कार्य पूरा हो जायेगा और संसाधन उपलब्ध होंगे।

छोटी माता से पीड़ित व्यक्ति

*382. श्री राम लाल राही : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि देश के विभिन्न भागों में आजकल भी चेचक के बजाय प्रसंख्य लोग छोटी माता से पीड़ित हैं; और

(ख) यदि हाँ, तो उस पर काबू पाने के लिये सरकार द्वारा क्या कार्यवाही की जा रही है ?

शिक्षा तथा स्वास्थ्य तथा समाज कल्याण मंत्री (श्री बी० शंकरानन्द) : (क) छोटी माता और चेचक दो अलग-अलग बीमारियाँ हैं और इनका आपस में कोई संबंध नहीं है। चेचक का उन्मूलन हो चुका छोटी माता की बीमारी देश भर में होती

(ख) इस समय छोटी माता पर काबू पाने में कोई कारगर उपाय प्राप्त नहीं है।

Proposal to increase DTC Bus Fare

*383. SHRI P. K. KODIYAN:
SHRI S. M. KRISHNA:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether in view of the recent price rise of petrol and diesel, the Delhi Transport Corporation has a proposal under consideration to increase the fares; and

(b) if so, the details thereof?

THE MINISTER OF SHIPPING AND TRANSPORT AND TOURISM AND CIVIL AVIATION (Shri A. P. SHARMA): (a) and (b). The bus fares in the Capital are fixed/revised by the Delhi Transport Corporation with the approval of the Government. No proposal for revision of bus fare has so far been received by the Government from the DTC. A proposal for revision of bus fares, is, however, under the consideration of the Corporation to meet the increased cost of operation.

Sino-Indian Relations

*384. SHRI TARIQ ANWAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) when and the levels at which talks have been held so far with a view to improve relations with China; and

(b) the salient features thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Besides the brief exchange of views that took place during the meetings between Prime Minister and the Chinese Premier in Belgrade on May 8th 1980 and the Chinese Foreign Minister in Salisbury on April 24th 1980, there is an ongoing dialogue at the diplomatic level. As a part of this process, Shri Eric Gonsalves, Secretary in the Ministry of External Affairs, held talks in Beijing with the Chinese Vice Minister for Foreign Affairs, Mr. Han Nian Long during his visit to the Chinese capital from

June 20th to 24th 1980. I have extended an invitation to the Chinese Foreign Minister to visit India later this year which has been accepted.

(d) During the above discussions both sides expressed a need to work for improvement in India-China relations. The two sides stated that outstanding problems between them can be resolved on the basis of equality and goodwill.

Avoidance of Cochin Port by Passengers

2756. SHRI K. A. RAJAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number of passengers who had (i) embarked at Cochin Port, (ii) boarded ships in the years 1976-77 to 1979-80;

(b) how many such passengers had used Indian Ships during each of the above years;

(c) whether it is a fact that passengers avoid Cochin Port because of harassment by customs officials;

(d) whether it is also a fact that the two passenger ships "Sabarmati" and "Saraswati" which used to ply regularly from Cochin to Bombay via Goa have been discontinued; and

(e) if so, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) and (b). The passenger traffic at Cochin is mainly coastal at present. Indian passenger ships operate between Cochin and Lakshadweep and the number of passengers carried by these ships from Cochin Port during each of the years 1976-77 to 1979-80 was as under:—

Year	No. of passengers embarked
1976-77	6,736
1977-78	7,660
1978-79	7,929
1979-80	6,501

(c) No, Sir.

(d) and (e). "Sabarmati" and "Saraswati" were passenger ships belonging to the Bombay Steam Navigation Company Ltd., which was a subsidiary of Scindia Steam Navigation Co. Ltd. and which later merged with Scindias. These ships were engaged in carrying passengers and cargo between Bombay, Goa and Cochin. Owing to continued losses in running passenger services on the Konkan Coast and in the harbour of Bombay, the Company discontinued these services since 1967.

Memorandum from Association of Engineering Workers, Bombay

2757. SHRI R. K. MHALGI: Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that the Prime Minister has received a Memorandum dated 31 March, 1980 from the Association of Engineering Workers, Bombay in regard to Premier Automobiles Ltd. Bombay;

(b) if so, what are the demands made in the memorandum; and

(c) what action has been taken in regard to each of such demands?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) Yes, Sir,

(b) The Association of Engineering Workers have requested for the intervention of the Prime Minister in the industrial dispute in the Premier Automobiles Ltd. The main demands contained in the Memorandum relate to ordering of a judicial enquiry into the working of the Company, revamping the existing management structure—both at the Board and at the Senior Management level, appointing an administrator, etc.

(c) The points in the memorandum have been brought to the notice of the Ministry of Industry. The Government of Maharashtra, which is the ap-

appropriate Government for industrial relations in that State have appointed on 7th June, 1980, a Court of Inquiry to enquire and report to the State Government on matters appearing to be connected with or relevant to the industrial disputes in the 3 factories of the Premier Automobiles Ltd., Bombay.

Essay Competition on Apartheid and related Problem

2758, SHRI MANPHOOL SINGH CHAUDHARY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that several institutions in the country had organised Essay competitions on Apartheid and related problems in pursuance of the United Nations International Anti-Apartheid Year 1978-79, last year with financial assistance from the Central Government;

(b) whether the Social Sciences Research Centre, University of Rajasthan, had also organised essay competition in connection with the Anti-Apartheid year;

(c) whether it is also a fact that the above Centre has not yet published the result and informed the contestants about the details of the winners of prizes, the panel of judges, neither acknowledged receipts of essays, nor replied to the young participants' letters who submitted entries after a good deal of labour and study; and

(d) if so, the reasons therefor?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) As part of the observance of UN International Anti-Apartheid Year 1978-79, in India, essay competitions on Apartheid were organised in various educational institutions. As implementing agency for the national programme for the Anti-Apartheid Year, the Indian Council for Cultural Relations (ICCR) rendered financial assistance, for the conduct of activi-

ties in connection with Anti-Apartheid Year.

(b) Yes, Sir.

(c) and (d). According to the information supplied by the Rajasthan University, in all eleven entries were received under the college essay competition and five entries under the school essay competition; the panel of judges consisted of Justice B. P. Beri and Dr. R. P. Bhatnagar, Reader; the following contestants were adjudged as standing in the merit:

1. Mr. Rakesh Basant I
College Entry
2. Miss Archana Sharma II
3. Mr. Manoj Kumar

II School Entry

(No one was found suitable for the first award under the school entries)

The winners were informed of the result and invited to receive their prizes at the valedictory function of the anti-apartheid seminar organized by the Rajasthan University.

रेवाड़ी के निकट हुई दुर्घटना

2759. श्री भगवान देव : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेवाड़ी के निकट 23 नवम्बर, 1977 को हुई रेल दुर्घटना के कारणों की जांच कर ली गई है निम्न अन्य व्यक्तियों के साथ श्री प्रतापवीर शास्त्री, संसद सदस्य, की भी असा-मयिक मृत्यु हो गई थी

(ख) यदि हा, तो क्या वह गाड़ी दुर्घटना घड़ना, सोडफोट अथवा लापरवाही के परिणाम-स्वरूप हुई थी ;

(ग) क्या सरकार ने उन व्यक्तियों के विरुद्ध कोई कार्यवाही की है जो इस दुर्घटना के लिये उत्तरदायी थे ;

(घ) क्या उन लोगों के परिवारों को अथवा उन लोगों को कोई मुआवजा दिया गया है जो इस दुर्घटना में मर गये थे अथवा घायल हो गये थे ; और

(ङ) यदि हा, तो स्वर्गीय श्री प्रतापवीर शास्त्री के परिवार को कितना मुआवजा दिया गया ?

रेल मंत्रालय में उपनगरी (श्री. मल्लिकार्जुन) :
(क) जी हाँ ।

(ख) और (ग) . इस दुर्घटना की जांच रेल संस्था आयुक्त, बम्बई द्वारा की गयी थी जो पर्यटन और सिविल विमानन मंत्रालय के प्रशासनिक नियंत्रण के अधीन कार्यरत एक स्वतंत्र प्राधिकारी है । उनके निष्कर्षों के अनुसार, दुर्घटना अज्ञात व्यक्तियों द्वारा रेल-थैले के साथ अनधिकृत रूप से छेड़-छाड़ के कारण हुई थी । पुलिस द्वारा जांच पड़ताल की गयी थी परन्तु संबंधित अपराधियों, व्यक्तियों का पता नहीं लगाया जा सका । परिणामस्वरूप, किसी भी व्यक्ति के खिलाफ चार्जवाई नहीं की जा सकी ।

(घ) इस दुर्घटना में मरे 20 व्यक्तियों के निकट संबंधियों को मुआवजे के रूप में 10,00,000 (दस लाख) रुपये का भुगतान किया गया था । इस दुर्घटना में अंतर्ग्रस्त जिन 17 व्यक्तियों को चोटें आयी थी उन्हें 1,11,750 50 रुपये का भुगतान किया गया और जिन व्यक्तियों का सम्पत्ति और सामान की क्षति हुई थी, उन्हें 1,350 रुपये का भुगतान किया गया था ।

(ङ) इस दुर्घटना में मृत स्व० श्री प्रकाशवीर शास्त्री के निकट सम्बन्धी को मुआवजे के रूप में 50,000 रुपये का भुगतान किया गया था ।

CGHS Dispensaries at Patna

2760. SHRI RAMAVATAR SHASTRI: Will the Minister of HEALTH be pleased to state:

(a) the total number of card holders in different dispensaries of the Central Government Health Scheme at Patna;

(b) whether there is any minimum and maximum number of cards prescribed to be served in a particular dispensary;

(c) whether the number of dispensaries are much less than the requirement; and

(d) if so, whether Government propose to augment the number of dispensaries and from when?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARA-

NAND): (a) There are four dispensaries under CGHS in Patna. The number of card holders in each dispensary is as under:

Budh Marg dispensary	4156
Kankar Bagh dispensary	2930
Rajinder Nagar dispensary	1776
Jhanganj dispensary	707
Total:	9569

(b) A dispensary is opened to serve a minimum of 2000 to 2500 card holders within a radius of 3 kms. If the number of beneficiaries in a dispensary increases, the strength of the staff is increased as per SIU norms or the dispensary is bifurcated.

(c) and (d). One more allopathic dispensary is proposed to be opened during the financial year 1980-81.

Proposals for Development of Paradip Port

2761. SHRI LAKSHMAN MALICK: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have received any proposal for the draft sixth five year plan from the Paradip Port Trust for the development of the Paradip Port;

(b) if so, what are the details in this regard and what would be the financial implications for each of the proposals; and

(c) what action Government have taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT AND TOURISM AND CIVIL AVIATION (SHRI BUTA SINGH): (a) Yes.

(b) An outlay of Rs. 48.24 crores is being proposed in the Sixth Five Year Plan (1980-85) for the development of Paradip Port. Important new schemes proposed are:

3rd General Cargo Berth, modifications and improvements to Iron Ore Handling Plant—Replacement of Bucket Wheel Reclaimer, One Shipping Tug, augmentation of cargo handling equipment and locomotives, construction of additional warehouses, etc.

(c) The Schemes are being examined by the Working Group on Ports constituted by the Planning Commission. Further action will be taken after the 6th Plan is finalised by the Planning Commission.

Koraput-Parvatipuram Line

2762. SHRI GIRIDHAR GOMANGO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey of Koraput to Parvatipuram railway line has been completed;

(b) if so, when the investment decision for the construction of that line will be taken; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). No. The survey is still in progress and is being conducted by M/s. Rail India Technical and Economic Services. The survey is expected to be completed in September, 1980. A decision will be taken after the survey report is received and examined keeping in view the financial viability and availability of funds and clearance by the Planning Commission.

Expansion of Passenger Yard at Asansol

2763. SHRI SAIFUDDIN CHAUDHURY: Will the Minister of RAILWAYS be pleased to state the steps so far taken by Government to expand the passenger and coaching yards at Asansol and Durgapur and the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): A Techno-Economic Survey in connection with the development of coaching terminal facilities at Asansol and Durgapur yards has been included in the Budget for 1980-81.

Recruitment of Specialists in Cardiology

2764. SHRI D. L. BAITHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Administration advertised for the recruitment of ten specialists in Cardiology in different Railways through the Union Public Service Commission in 1978;

(b) if so, the name of places against which these specialists were proposed to be recruited and posted and whether they were posted accordingly to posts of specialists in Cardiology as per advertisement;

(c) if not, the reasons thereof;

(d) whether it is a fact that some of these specialists have been deputed to work as relieving physician against which these specialists have made representations to the authorities and requested to post them for the speciality;

(e) if so, whether the Railway Administration propose to post them for their speciality; and

(f) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). Indent placed on the Union Public Service Commission included ten posts with Cardiology as speciality and these were originally meant one each for Central, Eastern

Northern, North Eastern, Northeast Frontier, Southern, South Central, South Eastern, and Western Railways and Chittaranjan Locomotive Works. The Union Public Service Commission recommended only four Cardiologists who were posted to Eastern, Northern, North Eastern and South Eastern Railways where specialists in Cardiology were required.

(d) to (f). There is no separate specialist cadre in the Railway Medical Service and the services of doctors are utilised in their speciality as far as possible and to the extent administratively convenient. The doctors on Railways, irrespective of their specialised field are, therefore, deputed to general duties in addition to the field of their speciality when required.

Impact of increased Diesel price on Railways

2765. SHRI BALASAHEB VIKHE PATIL:

SHRIMATI SUSEELA GOPALAN:

Will the Minister of RAILWAYS be pleased to state:

(a) the extent of additional burden which the Railways have to bear as a result of increase in the diesel prices announced on the 7th June, 1980;

(b) whether the reports of two Committees, namely, the Pranjpe Committee on Railway Traffic and the Pande Committee on the National Transport Policy, have been submitted to Government;

(c) if so, what are the broad recommendations made by each of the Committees; and

(d) the recommendations of the two Committees which have been accepted by Government and which have not been accepted, indicating the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The extent of additional burden which the Railways will have to bear as a result of in-

crease in the HSD oil prices announced on 7th June, 1980 is about Rs. 70 crores per annum.

(b) to (d). Yes. The Pranjpe Committee Report on Railway Tariff is under examination in the Ministry of Railways. However, the Pande Committee Report on National Transport Policy is being dealt with in the Ministry of Planning.

कुछ स्टेशनों पर निरन्तर कार्य कर रहे गुड्स क्लर्कों तथा आरक्षण क्लर्कों का काम करने का दंग

2766. श्री रामचिन्तास पासवान : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) विभिन्न रेलवेज में गत तीन वर्ष से अधिक समय से उसी प्रथम निकटवर्ती स्टेशन पर कार्य कर रहे गुड्स क्लर्कों, आरक्षण क्लर्कों तथा स्टेशन क्लर्कों को जोड़-बार तथा वर्ष-वार संख्या कितनी है ;

(ख) क्या सरकार यह महसूस करती है कि भ्रष्टाचार रोकने के प्रयोजन से ग्राम लोगों से तथा विशेषतया व्यापारियों से संबंधित काम करने वाले अपने कर्मचारियों को एक निश्चित अवधि के बाद स्थानान्तरित कर देना चाहिए; और

(ग) यदि हां, तो क्या सरकार का विचार ऐसे कर्मचारियों को स्थानान्तरित करने का है ?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) : (क) से (ग) . जनता के सम्पर्क में आने वाले रेल कर्मचारी जैसे मालबाबू, स्टेशन मास्टर, वाणिज्य क्लर्क आदि जो पिछले पांच वर्ष से अधिक समय से विशेष स्टेशन पर काम कर रहे थे, उनके आवधिक स्थानान्तरण की योजना, जो पहले रेलों पर चालू थी, प्रशासनिक सुधार आयोग की सिफारिशों के परिणामस्वरूप 1972 में समाप्त कर दी गई। लेकिन इस प्रकार के अनुदेश मौजूद हैं कि जिन कर्मचारियों की निष्ठा के बारे में जब कोई शिकायत मिलती है तो उन्हें छोटे-छोटे मामूली स्टेशनों पर महत्वहीन सीटों प्रथम पदों पर स्थानान्तरित कर दिया जाय। ऐसे भी अनुदेश हैं कि ऐसे कर्मचारियों के बारे में रेल प्रशासन के रिकार्ड में दर्ज शिकायतों अथवा सामान्य कथित के आधार पर सहायक स्टेशन मास्टरों, वाणिज्य कर्मचारियों और अन्य कर्मचारियों का, चयनात्मक तौर पर आवधिक स्थानान्तरण कर दिया जाय। इस प्रकार अल्पकर्मचारियों के विरुद्ध कार्रवाई करने के सम्बन्ध में पहले से ही पर्याप्त आदेश मौजूद हैं।

अधिक आवधिक स्थानान्तरण की योजना वापस ले ली गई है, इसलिए भारतीय रेलों के अनेक स्टेशनों/काबौलों में ऐसे कर्मचारी हो सकते हैं जो एक ही

स्टेशन निकटस्थ स्टेशन पर 3 साल से अधिक समय से काम कर रहे हैं लेकिन प्रश्न के भाग (क) में मांगी गई सूचना को सभी रेलों के सभी स्टेशनों/खण्डों से एकत्रित करने में जो श्रम लगेगा वह उस लाभ से अधिक होगा जो इस प्रकार की सूचना से प्राप्त हो सकता है ।

Railway Service Commission for Karnataka

2767. SHRI JANARDHANA POO-JARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to constitute a Railway Service Commission for Karnataka; and

(b) if so, the details in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). The matter is under consideration.

Extension of Jammu-Tawi Mail to Indore via Bhopal

2768. SHRI MADHAVRAO SCINDIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that public has been representing to extend the Jammu-Tawi Mail to Indore via Bhopal, for a long time; and

(b) if so, reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) Apart from lack of traffic justification, extension of Jammu-Tawi Mail to Indore via Bhopal is not operationally feasible at present.

केन्द्रीय सरकार स्वास्थ्य योजना के औषधालयों में
रिवा में अधिकांश

2769. श्री चन्द्र पाल शंलानी : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय सरकार स्वास्थ्य योजना में कुछ जूनियर डाक्टरों को पदोन्नत किया गया है और उनको अन्य अनेक वरिष्ठ डाक्टरों को अधि-

क्रमण करके केन्द्रीय सरकार स्वास्थ्य योजना के औषधालयों में कार्यप्रभारी अधिकारी बना दिया गया है ;

(ख) यदि हां, तो इसके क्या कारण हैं और इस प्रकार कितने डाक्टरों को पदोन्नत किया गया है और कितने वरिष्ठ डाक्टरों का अधिक्रमण किया गया है ;

(ग) क्या कुछ प्रभावित वरिष्ठ डाक्टरों ने इस संबंध में उच्च अधिकारियों को अपने अभ्यावेदन भेजे हैं ; और

(घ) यदि हां, तो इन अभ्यावेदनों पर अब तक क्या कार्यवाही की गई है और इन पदोन्नतियों को रद्द करने के लिए क्या कार्यवाही की गई है अथवा की जा रही है ?

शिक्षा तथा स्वास्थ्य तथा समाज कल्याण मंत्री (श्री श्री० शंकरानन्द) . (क) और (ख). केन्द्रीय सरकार स्वास्थ्य योजना औषधालयों में कार्यप्रभारी चिकित्सा अधिकारी के पद पर पदोन्नति सामान्यतः वरिष्ठता के आधार पर की जाती है। तथापि, कुछ मामलों में जहाँ वरिष्ठ महिला चिकित्सा अधिकारियों ने कार्यप्रभारी चिकित्सा अधिकारी के पद पर काम करने में अपनी अनिच्छा प्रकट की है वहाँ इस पद पर उनसे कनिष्ठ अधिकारियों की पदोन्नति कर दी गई है। ऐसी 10 महिला चिकित्सा अधिकारी हैं जिन्होंने सीनियर होने पर भी कार्यप्रभारी चिकित्सा अधिकारी का पद स्वीकार नहीं किया है।

(ग) जी नहीं।

(घ) यह प्रश्न नहीं उठता।

Proposals of Orissa Government re- grading National Highways etc.

2770. SHRI RASABEHARI PEHERA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) how many proposals of the Government of Orissa regarding improvement of National Highways and declaration of National Highways and widening of Roads are pending before the Union Government and the details thereof; and

(b) the reasons for delay in acceptance of the proposals?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). 22 estimates of the State P.W.D. for Road and Bridge works on National Highways in Orissa relating to improvement of geometrics, widening to two-lanes, reconstruction of culverts, land acquisition and construction of a bridge over River Brahmini near Bonaigarh are currently with the Ministry and are in various stages of examination.

Due to non-availability of funds, the Government of India are unable at present to consider any new proposals for declaration of state road routes as National Highway and this applies to Orissa also.

Uniformity of standard in medical education

2771. SHRI BHIKU RAM JAIN: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that the Medical Council of India issued mandatory directives to introduce combined Eye/ENT examination in all the medical colleges in the country with a view to bring uniformity of standard in medical education;

(b) whether it is also a fact that the Aligarh Muslim University have not implemented it; and

(c) if so, the reasons therefor?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND): (a) Yes. The recommendations of the Medical Council of India on Under-graduate Medical Education, notified as regulations by the Government of India, in November, 1977, provide that a separate paper, consisting of two parts, an Eye and ENT, should be a part of the final MBBS examination.

(b) and (c). The Aligarh Muslim University has not yet reported the implementation of this regulation.

Unused Railway Land

2772. SHRI B. K. NAIR: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is in the possession of the Railways a stretch of land less than one kilometre in length extending from the Quilon Railway Station to Asramam, for which the Railways have no use and which is now being used by anti-social elements for nefarious purposes;

(b) whether requests have been received from Quarters like the Quilon Municipality to have this land transferred to them for inclusion in slum-clearance programme; and

(c) if so, what is Government's reaction to the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). The land referred to forms part of the wharf siding (about 870 metres long) at Ashramam, Quilon, which is at present not in use. At the instance of the State Government, the land has at present been allowed to be occupied temporarily by people who were earlier occupying land in Quilon Railway yard and which they had to vacate, as the land was required in connection with yard remodelling works. Quilon Municipality asked for transfer of a part of this land in September 1979 for a taxi stand (and not for slum clearance programme). This was not agreed to as the wharf siding is likely to be re-commissioned in the future.

Conversion of Viramgam-Delhi M.G.

2773. SHRI DIGVIJAY SINH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a project of converting the Viramgam-Mehsana-Delhi track from Metre Gauge to Broad Gauge;

(b) if so, the cost thereof; and

(c) the stage to which this project has reached?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No. The project included in the Railway Budget is conversion into broad gauge of Sabarmati-Mehsana-Delhi route. Conversion of Viramgam-Mehsana section into broad gauge was surveyed in 1972-73 and at the then prevailing rates the cost was estimated as Rs. 5.24 crores. Viramgam and Ahmedabad are already connected by BG and therefore conversion of Meh-sana-Viramgam Section was not considered.

(b) The cost of Sabarmati-Mehsana-Delhi conversion is about Rs. 250 crores at the present day rates.

(c) Sabarmati-Mehsana-Delhi gauge conversion project is yet to be cleared by the Planning Commission.

Demonstration by Ministerial Staff

2774. **SHRI A. K. ROY:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Ministerial Staff demonstrated before Divisional Workshop authorities all over Indian Railways and submitted any Memorandum on 27th March, 1980;

(b) if so, what were their demands and what action has so far been taken thereon;

(c) whether there is any proposal to grant further 15 per cent upgradation benefit to certain section of Ministerial Staff and if so, the reasons for discrimination between the staff of executive section and other sections while the nature of job and responsibilities are same;

(d) whether the Chief Engineer (Construction), Eastern Railway, Calcutta has received any representation from the Divisional Secretary, All India Railways Ministerial Staff Association, Dhanbad for fixing up com-

bined seniority of Material Clerks with the office clerks Grade II working under him as has been done in open line and work-shops as per extent rules; and

(e) if so, what action has been taken on that representation and if no action has been taken, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) The main demands put forward by the Association are as follows:—

(1) Total withdrawal of ban on recruitment, creation and augmentation of ministerial posts according to the increased work load.

(2) Re-structuring of grades of ministerial staff.

(3) Removal of disparity in working hours between the ministerial staff of administrative offices, sheds, shops and depots.

In accordance with Government's policy staff representations received from any source are given due consideration and action as considered necessary is taken. Demands made by the Railway Ministerial Staff Association have been dealt with within the framework of this policy.

(c) There is a proposal to introduce direct recruitment to the grade of senior Clerks (scale Rs. 330—560) in the Personnel Deptt. Since such direct recruitment will affect the promotional opportunities of junior Clerks in scale Rs. 260—400, the question of upgrading 15 per cent of the posts of these junior Clerks to the grade of senior Clerks was placed before the Cadre Re-structuring Committee. No conclusions have, however, been reached in this regard. In view of this the question of any discrimination does not arise.

(d) Yes.

(e) The question of determination of seniority of Material Clerks is sub judice in the Calcutta High Court and a decision will be taken after the court case is finalised.

Aid plan to reduce Child Labour

2775. SHRI HANNAN MOLLAH:
SHRI SAIFUDDIN CHOW-
DHARY:

Will the Minister of LABOUR be pleased to state:

(a) whether there is any proposal under consideration of Government called "Aid plan to reduce child labour" in the country;

(b) if not, the reasons therefor;

(c) whether Government are aware that the West Bengal Government has decided to introduce a scheme of financial assistance for non-institutional care of destitute children to reduce the number of child labour in the country; and

(d) if so, the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) No, Sir.

(b) The recommendations made by the Committee on Child Labour are under consideration by the Empowered Committee recently appointed by the Government.

(c) Yes, Sir.

(d) The Scheme is being studied.

Indo-Asean Cooperation in Trade, Industry and Technical Fields

2776. SHRI P. M. SAYEED:
SHRI GHULAM RASOOL
KOCHACK:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether India and Association of South-Eastern Nations have agreed

to take several steps to enhance co-operation in trade, industrial and technical fields;

(b) if so, whether talks in this regard were held in Kuala Lumpur in the month of May, 1980;

(c) what was the outcome of the talks held between Indian and ASEAN officials during the meeting meeting is laid on the Table of the try at present, State-wise?

(d) what are the other steps likely to be taken in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). Yes, Sir.

(c) A copy of the Joint Press Statement issued at the conclusion of the meeting is laid on the table of the House. [Placed in Library. See No. LT-994/80].

(d) Proposals under consideration will be discussed with the appropriate ASEAN authorities regarding their further implementation.

Unemployed Persons, State-Wise

2777. PROF. RUP CHAND PAL:
Will the Minister of LABOUR be pleased to state the number of registered unemployed persons in the country at present, state-wise?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): The available information, which relates to the number of job-seekers (all of whom are not necessarily unemployed) who were on the Live Register of Employment Exchanges in each State/Union Territory as on 30-4-1980, is given in the statement attached.

Statement

(Lakhs)

States

Number of jobseekers
on Live Register as on
30-4-1980.

1. Andhra Pradesh	12.98
2. Assam	3.27
3. Bihar	21.69
4. Gujarat	4.36
5. Haryana	3.29
6. Himachal Pradesh	1.26
7. Jammu & Kashmir	0.54
8. Karnataka	5.60
9. Kerala	12.75
10. Madhya Pradesh	7.71
11. Maharashtra	11.23
12. Manipur	0.88
13. Meghalaya	0.10
14. Nagaland	0.04
15. Orissa	4.32
16. Punjab	4.14
17. Rajasthan	3.32
18. Sikkim*	
19. Tamilnadu	10.10
20. Tripura	0.68
21. Uttar Pradesh	13.76
22. West Bengal	21.99

Union Territories

1. Andaman & Nicobar Islands	0.08
2. Arunachal Pradesh*	
3. Chandigarh	0.56
4. Dadra & Nagar Haveli*	
5. Delhi	2.92
6. Goa	0.27
7. Lakshadweep	0.04
8. Mizoram	0.17
9. Pondicherry	0.34

All India Total: 148.43

Note: 1. *No Employment Exchange is functioning in these States/Union Territories.

2. Data exclude figures in respect of University Employment Information and Guidance Bureaux except for Delhi and Maharashtra.

3. The total of the State-wise figures differs slightly from the All-India total due to rounding off.

Shipping Development Fund Committee

2778. DR. VASANT KUMAR PANDIT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to report under the heading "Study Reveals SDFC slips" published in *Economic Times* (Bombay) dated the 25th March, 1980; and

(b) if so, what action Government have taken or propose to take in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
(a) Yes, Sir.

(b) The report suffers from factual inaccuracies and does not reflect clear understanding of the role and rules of SDFC. SDFC grants assistance to Shipping Companies on merits of the proposals. Steps have been taken from time to time to streamline the functioning of SDFC.

Setting up of Central Monitoring Unit in Seth Sukhlal Karnani Memorial Hospital, Calcutta

2779. SHRI SOMNATH CHATTERJEE:

SHRI K. PRADHANI:

Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that Central Monitoring Unit will be set

up in Seth Sukhlal Karnani Memorial Hospital, Calcutta to transmit electrocardiograms (ECG) of Heart patients;

(b) if so, the details thereof;

(c) the steps taken by Government thereon;

(d) whether Central Government have sanctioned any amount; and

(e) if so, how much?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):
(a) to (c). The information is being collected and will be laid on the table of the Sabha.

(d) This Ministry have not given any grant to this Hospital.

(e) Does not arise.

Provision for Display of Road Tax Token in Two-Seater Auto Vehicles

2780. SHRI K. LAKKAPPA. Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the manufacturers of various two-seater auto-vehicles do not make any fool-proof provision for display of Road Tax token, non-display of which is a traffic violation;

(b) if so, whether Traffic authorities had at any stage written to various manufacturers of scooters for this provision and if so, the details thereof;

(c) whether Government propose to issue necessary directions to the Traffic Police not to challan in such cases, till the manufacturers of these vehicles make a fool-proof provision for displaying the Road Tax token; and

(d) what other action Government propose to take in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
(a) to (d). As per information with the Government manufacturers of various two-seater auto vehicles do not make any fool-proof provision for display of Road Tax token in such vehicles and none of the State Traffic Authorities have written to them about this.

The display of such token is a requirement under the rules framed by most of the State Governments under respective State Motor Vehicles Taxation Acts. Non-display of token, however, is not a traffic violation/offence. Hence the question of issuing any directions to traffic police does not arise.

The Government of India in the Ministry of Industry have however, addressed the manufacturers of Scooters/Motor Cycles/Mopeds to consider making suitable provision for the purpose.

विकास योजना के लिए भूटान को सहायता

2781. श्री लक्ष्मण चन्द पांडे : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत 1980-81 में विकास योजनाओं के लिए भूटान को सहायता दे रहा है; और

(ख) यदि हां, तो सहायता के रूप में कितनी राशि और किस रूप में दी जायेगी तथा किन-किन विकास कार्यों के लिये इस राशि का उपयोग किया जाएगा ?

विदेश मंत्री (श्री पी० वी० नरसिंह राव) :

(क) जी हां ।

(ख) 1980-81 की वार्षिक योजना के लिए जो भूटान की चौथी पंच-वर्षीय योजना (वर्ष 1976-81) का अन्तिम वर्ष है, भारत कुल 15.375 करोड़ रुपए की नकद राशि अनुदान सहायता के रूप में देगा ।

इसके अतिरिक्त 1980-81 के दौरान भारत चालू परियोजनाओं के लिए निम्नलिखित बजट-सहायता भी देगा :—

	लाख रुपयों में
(i) चुखा पन बिजली परियोजना	760.00
अनुदान	1078.17
	1838.17

(ii) पेनदेन सीमेंट परियोजना : 70.00

(iii) भारत-भूटान माइक्रोवेव सम्पर्क : 86.68

(iv) गेयलेगफग सिंचाई परियोजना : 75.67

(v) अन्य विकास सहायता : 375.50

Talks held with Zambian President

2782. SHRI CHIRANJI LAL SHARMA: Will the Minister of EXTERNAL AFFAIRS be pleased to state the nature of talks held with the President Kaunda of Zambia during his visit to India recently?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) During the visit to India of President Kanneth Kaunda of Zambia on 15th to 16th April, 1980, there was an exchange of views on international issues including the situation in Southern Africa, as well as bilateral relations.

मलेरिया और हैजे पर काबू पाने के लिए किये गये उपाय

2783. श्री राम लाल राठी : क्या स्वास्थ्य मंत्री यह बताव की कृपा करेंगे कि :

(क) क्या यह सच है कि मलेरिया और हैजा जैसी महामारी पर काबू पाने के लिए अब तक किए गए उपाय सफल नहीं हुए हैं ;

(ख) यदि हां, तो इसके मुख्य कारण क्या हैं ; और

(ग) जो बीमारियां मच्छरों से नहीं फैलती हैं उन संक्रामक बीमारियों की रोकथाम करना कहाँ तक संभव हो सका है ?

स्वास्थ्य मंत्रालय में राज्य मंत्री (श्री मोहार राजन लस्कर) :

(क) जी नहीं ।

(ख) यह प्रश्न नहीं उठता ।

भारत में विदेशी कम्पनियों में हड़ताल और तात्कालिक

2784. श्री तारिक अन्वर : क्या श्रम मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत में विदेशी कम्पनियों की भारतीय सहायक कम्पनियाँ और शाखाएँ अन्य भारतीय कम्पनियों की भाँति अनेक केन्द्रीय फैक्टरी अधिनियमों और श्रमिक कानूनों के उपबन्धों के अन्तर्गत अपेक्षित जानकारी नियमित रूप से देती है ; और

(ख) यदि हां, तो ऐसी कम्पनियों के नाम क्या हैं और गत तीन वर्षों के दौरान वहाँ कितनी हड़ताले तथा ताला बंदियाँ हुई तथा उसी अवधि में उनके परिणामस्वरूप प्रतिवर्ष हुई जन-घटों की हानि के उद्योग-वार तथा राज्य-वार आंकड़े क्या हैं ?

श्रम मंत्रालय में राज्य मंत्री (श्री टी० अजया) :

(क) अन्य भारतीय कम्पनियों की तरह, भारत में विदेशी कम्पनियों की भारतीय सहायक कम्पनियों और शाखाएँ भी सूचना नियमित रूप से भेजती हैं, जैसा कि अनेक केन्द्रीय फैक्टरी अधिनियमों और श्रम कानूनों में उपबन्धों के अन्तर्गत अपेक्षित है ।

(ख) अपेक्षित सूचना, जो तत्काल उपलब्ध नहीं है, संकलित की जा रही है और तैयार होने पर इसे सदन की मेज पर रख दिया जाएगा ।

Kollengode-Trichur Line

2785. SHRI V. S. VIJAYA RAGHAVAN: Will the Minister of RAILWAYS be pleased to state what is the present position of the proposed Kollengode-Trichur Railway line via Alathur?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) Kollengode and Trichur are already connected by BG/MG railway line. There is no proposal under consideration for constructing a shorter railway line connecting these places.

Indian Doctors going Abroad

2786. SHRI M. V. CHANDRA SHEKHARA MURTHY:

SHRI GHULAM RASOOL KOCHACK:

SHRI INDRAJIT GUPTA:

SHRI MUNDAR SHARMA:

Will the Minister of HEALTH be pleased to state:

(a) whether it has been reported in the Press that India is the biggest donor of doctors abroad;

(b) if so, whether it is correct that 13 per cent of the total strength of the Indian doctors are working abroad;

(c) what are the main reasons therefor; and

(d) what steps are being taken to check this and what facilities are being provided to them so that they are not tempted to go out?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):

(a) Yes.

(b) and (c): According to a recent study "Physicians and Nurse Migration" conducted by the W.H.O., the No. 1 donor country today of physicians is India, with an estimated 15,000 MD's abroad. "There is scarcely a recipient country in the world where there are no Indian physicians". According to this study the Indian doctors abroad represent 13 per cent of the country's total.

According to the same study by the WHO the main reasons for migration are higher incomes abroad coupled with a lack of comparable employment opportunities at home.

(d) The following steps have been taken by the Government to discourage brain drain of medical manpower to foreign countries:—

(i) restrictions on medical graduates going abroad for higher education and training.

(ii) granting of advance increments to specially qualified candidates, on the recommendation of the Public Service Commissions,

(iii) improvements in the service conditions of doctors, particularly in the rural areas,

(iv) community orientation of medical education with emphasis on the preventive, promotive, curative and rehabilitative aspects of health care services to attract larger number of doctors for employment in the rural areas, and

(v) holding of the prestigious membership examinations by the National Academy of Medical Sciences which correspond to the foreign qualifications so as the F.R.C.S., M.R.C.P., etc.

Report of Tribunals for working Journalists and non-Journalists

2787. SHRI GHULAM RASOOL KOCHACK:

SHRI PIUS TIRKEY:

SHRI P.M. SAYEED:

SHRIMATI SUSEELA GOPALAN:

Will the Minister of LABOUR be pleased to state:

(a) whether Government have received the report of the Tribunals for working journalists and non-journalists;

(b) if so, the main features thereof;

(c) whether its recommendations have been considered; and

(d) if so, the steps which are being taken to implement them?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) No, Sir. Government

has not yet received the report of the Tribunal for Working Journalists and non-Journalists newspaper employees.

(b) to (d). Do not arise.

Looting of Passengers on Delhi—Aligarh Passenger Train.

2788. SHRI K. MALLANNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has drawn to the news appeared in 'Patriot' dated the 6th June, 1980 that some dacoits looted four passengers of the Delhi-Aligarh passenger train of their belongings worth Rs. 6,000 at a pistol point;

(b) if so, the details thereof;

(c) whether similar incidences have also occurred earlier in this train; and

(d) if so, the steps taken by the railway authorities for the safety of the passengers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). According to the information obtained from State Police authorities, on the night of 4th June, 1980 when 2 Aligarh-Ghaziabad-New Delhi passenger train started from Danwar Station, 5 miscreants equipped with country made pistols and knives entered second class coach No. 9725 SIR and looted 4 passengers of their 3 wrist watches and 2 gold chains between Danwar and Sonma Railway Stations. When the train slowed down while approaching Sonma Station, the miscreants got down on the off side of the train and escaped in darkness. Government Railway Police, Aligarh have registered a case on Crime No. 130 u/s 395/397 J.P.C. dated 4th June, 1980. The case is under investigation.

(c) No other incident of dacoity or robbery has been reported in this passenger train during the years 1979 and 1980 on Ghaziabad-Aligarh Section.

(d) Policing being A State subject, the responsibility of ensuring safety of

passengers and their belongings rests with Government Railway Police functioning under the State Governments. The following steps have been taken to prevent incidence of crimes in trains and to provide safety to travelling passengers:

1. All important and vulnerable passenger train are provided with Police escorts for prevention and detection of crimes in trains.
2. Railway maintain close liaison with State Police authorities at all levels and render necessary assistance whenever required.
3. Plain clothed staff of Government Railway Police are deployed to keep an eye on the criminals, as also to collect crime intelligence with regard to criminals operating in passenger train.
4. Drives have been launched by Government Railway Police in co-ordination with the district police to apprehend the culprits.
5. Surprise checks are conducted by the officers of the Government Railway Police and Railway Protection Force on trains to ensure efficacy and alertness among the armed Government Railway Police and Railway Protection Force escorts deployed in running train. Besides the Railways on their part take following action:
 1. Vestibuled doors of coaches are closed between 2200 hrs and 0600 hrs.
 2. TTEs/ Attendants/ Conductors have instructions to remain vigilant to prevent entry on unauthorised persons into reserved compartments.
 3. Whenever there is a spurt of crime in particular area, the attention of the State Government is drawn for better protection to Railway Passengers and necessary assistance is rendered whenever required.

4. As a further measure about 2,000 R.P.F. personnel have been deployed on escorting duties in passenger trains to deter criminals and instil confidence among the travelling public.

Ships of Mogul Lines operating from Bombay to Goa

2789. PROF. MADHU DANDAVATE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what steps are being proposed to rationalise the size of the ships of the Mogul lines operating from Bombay to Goa so as to cover more ports and also ensure greater number of passengers; and

(b) whether there is any move to implement these steps in a time bound manner?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) and (b): It is proposed to continue the existing vessels of the Mogal line Limited, viz. 'M.V. Konkan Sewak' and 'M.V. Konkan Shakti' operating between Bombay and Panaji. These vessels will continue to cover 4 Ports on the Konkan Coast, namely Jaigad, Musakazi/Jaitapur, Vijaydurg and Deoged. These vessels cannot call at more Ports since that would affect the daily sailings between Bombay and Panaji.

Disparity in wages of Indian labour in Arab Countries

2790. SHRI DAULAT RAM SARAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware that Indian labourers in Arabian countries are paid less wages as compared to labourers of other Asian countries together with the reasons therefor; and

(b) the action taken by Government to stop this kind of discrimination?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P V. NARASIMHA RAO): (a) Recruitment of Indian labour for working abroad is done from open market by foreign employers through recruiting agents. In terms of a Supreme Court order dated March 20, 1979, the Government exercises no authority for specifying wage levels for such workers. Forces of open market competition, therefore, determine the level of wages. However, wages of Indian workers compare favourably with wages available in these countries to workers from other South Asian countries.

(b) Information regarding conditions prevailing in the West Asian countries being made known so that our workers are aware of the minimum wage levels which they may accept. It is proposed to introduce new legislation on emigration, providing for fixation of minimum terms and conditions of employment abroad. This matter is under active consideration.

Double Decker Trains

2791. SHRI PIUS TIRKEY: Will the Minister of RAILWAYS be pleased to state:

(a) the number and names of those routes on which double decker trains are being operating at present;

(b) the percentage increase in passenger traffic in comparison with the increased capacity;

(c) whether Government have any proposal to start more double decker trains; and

(d) if so, the names of those routes on which these will be implemented?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Double-decker coaches have been provided on 309/310 Bombay-Pune Sinhagad Express, 21/22 Bombay-Surat Flying Raneer, 39/40 Madras-Bangalore Brindavan Express and between Bombay Central

& Valsad on 13/14 Valsad Express, 15/16 Saurashtra Express and 23/24 Janata Express and also on 311 Sahyadri Express between Bombay and Pune.

(b) Double-decker coaches provide accommodation for 148 passengers as against the normal accommodation of 80-90 passengers in the ordinary second class coach providing an increase of 65-85 per cent.

(c) and (d). Only 4 double-decker coaches are on hand and their introduction on Bombay-Manmad or Howrah-Asansol routes is under examination and action as found feasible will be taken.

Number of Passports Issued

2792. SHRI D. P. JADEJA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of persons who applied for passports during the last six months;

(b) the number of passports issued during that period; and

(c) the number of applications rejected and the reasons therefor?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) 4,42,052.

(b) 4,38,183.

(c) 33. One application was rejected in public interest and the remaining 32 applications were rejected as court cases were pending against the applicants.

Violation of Labour Laws by Industrial and Commercial Establishments

2793. SHRI SAMAR MUKHERJEE: Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that a large number of Industrial and Commercial
1071 LS-3.

establishments in various States continue to violate labour laws including the minimum wages Act of 1948;

(b) if so, the details thereof;

(c) what steps Government have taken against the erring employers;

(d) how many prosecutions have been launched against such erring employers in 1979-80; and

(e) how many such cases have been decided and how many are still pending during the same period?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) to (e). Information is being collected and the same will be laid on the Table of the House in due course.

पश्चिम रेलवे के उच्चतर माध्यमिक विद्यालय

2794. श्री छोटे सिंह यादव : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पश्चिम रेलवे के मिडिल और उच्चतर माध्यमिक विद्यालयों में गत दो वर्षों से अधिका की अधि में तदर्थ आधार पर कितने वरिष्ठ और कनिष्ठ अध्यापक कार्य कर रहे हैं ;

(ख) उनके स्थान पर चुने गये अध्यापकों को नियुक्त करने में बिलम्ब के क्या कारण हैं ; और

(ग) इन पदों के लिये चयन की प्रक्रिया पूरी करने में कितना समय लगेगा ?

रेल मंत्रालय में उपमंत्री (श्री मलिकार्जुन) :
(क) मिडिल स्कूल में 2 कनिष्ठ अध्यापक तथा उच्चतर विद्यालयों में 12 कनिष्ठ और 5 वरिष्ठ अध्यापक ।

(ख) चुने गये अध्यापकों की नियुक्ति में देरी का कारण संबंधित कर्मचारियों की ओर से वरिष्ठता आदि के संबंध में अध्यावेदन प्राप्त होने के कारण चयन को अन्तिम रूप न दिया जाना है ।

(ग) आता है, 31-8-80 तक चयन के काम को अन्तिम रूप दे दिया जायेगा ।

Machinery for Protecting interests of Inter-State Migrant Workers

2795. SHRI RAVINDRA VERMA: Will the Minister of LABOUR be pleased to state:

(a) whether Government have set up any machinery to protect the interests of inter-State migrant workers; and

(b) if so, the steps that have been taken since May, 1980 to protect such migrant workers?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b). The Inter-State Migrant Workmen (Regulation of Employment and Conditions of Service) Act, 1979 will be enforced immediately after the Rules are finalised. In the Central sphere, the Central Industrial Relations Machinery will administer and implement this Act.

Absorption of coal and ash handling workers

2796. SHRI BASUDEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a decision has been taken to absorb all workers engaged in coal and ash handling; and

(b) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) Since the receipt of coal traffic in locosheds is not uniform on all days, the work of coal handling, cinder picking, ash-pit cleaning in locosheds is generally done by private contractors or Labour Contract Cooperative Societies. Also, the pattern of traction is undergoing rapid changes and the gauge conversion is in progress, with the result the points of transshipment/ the location of steam sheds and the coal and ash handling requirements will be shifting and finally the steam

traction would be replaced by electric/ diesel traction. Accordingly, the employment of departmental labour on such work has not been found suitable.

Central Railway Cashiers

2797. SHRIMATI PRAMILA DAN-DAVATE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Central Railway Cashiers are required to halt at night at various stations where strong rooms are not provided nor are they offered with full-fledged rest house facilities either; and

(b) if so, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). No. Rest rooms have been constructed at big stations. At some important way-side stations, standard size strong rooms have been provided with all amenities like folding Counter-cum-bed table, chair and water tap and similar arrangements are being made at a few other important way-side stations. It has not been found feasible to provide lavatory in strong rooms as it would be unhygienic to do so. The staff can make use of the bath and lavatories available at the stations.

समस्तीपुर-दरभंगा लाइन

2798. श्रीमती दुष्णा साहू : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बिहार राज्य में समस्तीपुर से दरभंगा तक एक बड़ी लाइन बिछाने के लिये एक प्रस्ताव सरकार के विचाराधीन है; और

(ख) यदि हाँ, तो इसे कब तक पूरा कर लिया जायेगा ?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) :
(क) जी हाँ ।

(ख) दरभंगा-जयनगर लाइन के ग्रामान परिवर्तन से संबंधित सर्वेक्षण के परिणाम शीघ्र होने पर अन्य तारीख निश्चित की जायेगी।

मैसर्स गोदरेज एण्ड बायर्स मैनुफैक्चरिंग कम्पनी इंडिया प्राइवेट (लिमिटेड) बम्बई द्वारा कर्मचारी राज्य बीमा योजना और भविष्य निधि की राशि जमा कराया जाना

2799. श्री निहाल सिंह : क्या अन्न मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों के दौरान मैसर्स गोदरेज एण्ड बायर्स मैनुफैक्चरिंग कम्पनी इंडिया प्राइवेट लिमिटेड द्वारा जमा कराई गई कर्मचारी राज्य बीमा योजना और भविष्य निधि की राशि क्या है ; और

(ख) उन पर इसकी कितनी राशि बकाया है ?

अन्न मंत्रालय में राज्य मंत्री (श्री टी० अजय्यार) (क) और (ख). मैसर्स गोदरेज एण्ड बायर्स मैनुफैक्चरिंग कम्पनी प्राइवेट लिमिटेड, बम्बई से (मैसर्स गोदरेज एण्ड बायर्स मैनुफैक्चरिंग कम्पनी इंडिया प्राइवेट लिमिटेड, बम्बई नाम का कोई प्रतिष्ठान नहीं है) देय राशियों की वसूली संबंधी स्थिति, जैसा कि कर्मचारी राज्य बीमा निगम और कर्मचारी भविष्य निधि संगठन द्वारा सूचित किया गया है, इस प्रकार है।

कर्मचारी राज्य बीमा निगम

कम्पनी की दो यूनिट कर्मचारी राज्य बीमा अभिनिगम के अधीन आती है। एक यूनिट लाल बाग और दूसरी यूनिट घाटकोपुर में है। अप्रैल, 1977 में मार्च, 1980 की अवधि के संबंध में कर्मचारी राज्य बीमा की देय राशियों के लिए 1,15,29,169 30 रुपये जमा किए गए हैं और अब ही में पता लगाए गए कम भुगतान के संबंध में 9,674 रुपये की राशि बकाया है।

कर्मचारी भविष्य निधि संगठन

मैसर्स गोदरेज एण्ड बायर्स मैनुफैक्चरिंग कम्पनी प्राइवेट लिमिटेड, बम्बई-79 एक छूट प्राप्त प्रतिष्ठान है। पिछले तीन वर्षों के दौरान भविष्य निधि के लिए प्रतिष्ठान के भविष्य निधि के न्यासी बोर्ड को 5,23,05,433.57 रुपये की राशि हस्तांतरण की गई है और कोई भी राशि बकाया नहीं है।

तुमसर-तिरोदी लाइन

2800. श्री केशवराव पारधी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या तुमसर-तिरोदी लाइन को कटंगी तक बढ़ाने के लिए लम्बे प्रसंग से मांग की गई है और इस कार्य के लिए सर्वेक्षण किया जा चुका है ;

(ख) यदि हा, तो इस पर काम कब से शुरू होगा और इस पर कितना खर्च आयेगा ; और

(ग) यदि काम शुरू नहीं किया जाना है, तो इसके क्या कारण हैं ?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) : (क) से (ग). बालाघाट से कटंगी शाखा लाइन सहित गोंदिया-जबलपुर छोटी लाइन के बड़ी लाइन में ग्रामान-परिवर्तन से संबंधित अनुमान तथा सर्वेक्षण रिपोर्ट संकलित की जा रही है तथा शीघ्र ही मिल जायेगी। सर्वेक्षण रिपोर्ट की जांच करते समय प्रस्तावित बड़ी लाइन की कटंगी से तिरोदी तक बढ़ाने के प्रश्न पर उचित विचार किया जायेगा।

Taxes on Tourist buses

2801. SHRI P. RAJAGOPAL NAI-DU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Tamil Nadu Government has levied taxes on tourist buses; and

(b) if so, whether the Central Government approved that measure?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). The levying of taxes in respect of motor vehicles is within the competence of the State Governments. According to the information available, the Govt. of Tamil Nadu is said to have withdrawn the tax exemption that was earlier available to the vehicles entering that State and operating under special permits under Section 63(6) of the Motor Vehicles Act, 1939.

Cargo Berth for Paradip Port

2802. SHRI CHINTAMANI PANI-GRAHI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether more cargo berths have been sanctioned for Paradip Port; and

(b) if so, how many?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes.

(b) One. The Second General Cargo Berth which is already under construction.

Corruption in Vallabhbhai Patel Chest Institute, New Delhi

2803. DR. SARADISH ROY: Will the Minister of HEALTH be pleased to state:

(a) whether Ministry of Health has received a memorandum dated 26th November, 1979 signed by leading Professors, Lecturers, Readers etc. containing allegations of maladministration, understaffing, financial irregularities and inadequate facilities and amenities to staff of Vallabhbhai Patel Chest Institute, New Delhi; and

(b) if so, what steps Government have taken to improve the situation?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Yes.

(b) The Vallabhbhai Patel Chest Institute is an autonomous body, maintained by the University of Delhi. The Governing Body of this Institute has constituted a Committee to enquire into the allegations made by certain members of the academic staff of the Institute. Suitable remedial action shall be initiated on receipt of the report of the committee.

Development of Railway lines in Kerala

2804. SHRIMATI SUSHEELA GOPALAN: Will the Minister of RAILWAYS be pleased to state the steps so far taken to start and complete the following railway lines in Kerala;

(i) Ernakulam-Alleppey Coastal railway line with links to Kayamkulam, Ernakulam-Idduki Madurai;

(ii) Trichur-Guruvayur-Kuttipuram, Tellicherry-Mysore and

(iii) Managalapuram-Bombay (Konkan line)?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (i) Final Location Survey for Ernakulam-Alleppey BG line is in progress. Extension of the line upto Kayamkulam will be taken up at the appropriate time, after this line is completed, depending upon the growth of traffic, availability of funds and clearance by the Planning Commission.

Ernakulam-Idduki-Madurai-No such proposal is under consideration.

(ii) Updating of the earlier survey for Trichur-Guruvayur-Kuttipuram line has been included in the budget 1980-81. Further action will be taken after the survey has been completed and the survey report examined. Tellicherry-Mysore—No proposal is under consideration.

(iii) A beginning has been made on the construction of the Konkan Railway by commencing the work on the first 62 kms. from Apta to Roha. The extension of the line upto Dasgaon is under examination in consultation with the Planning Commission.

Setting up of Industrial Training Centres at District level

2805. SHRI R. P. GAEKWAD: Will the Minister of LABOUR be pleased to state:

(a) whether Government propose to set up Industrial Training Centres at District level; and

(b) if so, the steps taken or proposed to be taken in this behalf?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b). Training at Craftsmen level is imparted in 53 trades in the Industrial Training Institutes/Centres which have been set up by the State Governments generally at the

District level. There are at present 740 Industrial Training Institutes working in the country. New Industrial Training Institutes are set up by the State Governments in accordance with the local needs. The Government of India, in consultation with the National Council for Training in Vocational Trades, lays down the policy of training, norms for standards etc., and accords affiliation to the Institutes/Centres set up by the State Governments, besides holding their examinations to ensure uniformity of standards.

Replacement of Iron Ore Handling Plant in Paradeep Port

2806. SHRI KRUPASINDHU BHOI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any programme to replace the obsolete and worn out equipment of Iron Ore handling plant in Paradeep during 1980-81; and

(b) if so, which of the equipments are proposed to be replaced and when?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). Necessary improvements and modifications to the Ore Handling Plant at Paradeep Port have already been taken up at a total cost of Rs 808.00 lakhs. These improvements mainly cover installation of dumper, construction of structure for housing the wagon dumper, laying of railway line installation of conveyor system, electrical equipment and cables. Modifications relate to the stackyard, provision of rail mounted reclaimer, modifications to transfer points, provision of some basic machinery like fluid couplings and ancillary equipment. The scheme is expected to be completed by the end of 1981. A provision of Rs. 200.00 lakhs has been included in the 1980-81 Plan for this scheme.

Development of Coastal Road

2807. SHRI A. A. RAHEIM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the steps taken by Government to have more coastal roads for facilitating easy transport for movement of goods and for other developmental purposes;

(b) the proposals for developing coastal roads in Kerala in view of the long coast which is fast developing in fishing, coir and other industries; and

(c) the amount set apart for the purpose for Kerala region?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) to (c). Constitutionally, Central Government are responsible for roads declared as National Highways. Starting from Kandla on N.H. No. 8-A and Porbandar in N.H. No. 8-B in Gujarat, the country is provided upto Bangladesh border with a National Highway network connecting major ports, large industrial or tourist centres on the coast, parallel to or in close proximity to the coast by National Highways Nos. 8, 17, 17-A, 47, 77-A, 49, 45, 5, 5-A, 6 and 35. Since development is a continuing process, improvement in particular sections are taken up on the basis of known deficiencies and actual traffic requirements subject to availability of funds

National Highway No. 17 and 47 fall along the Kerala coast. On 31st March 1978, Rs. 1095 lakhs worth of road works in hand needed to be completed. Besides providing fully for carry-over works, new road and bridge works costing Rs. 1448 lakhs are included in 1978-83 National Highway Works programme for Kerala. Apart from National Highways funds, Central financial assistance amounting to about Rs. 23 crores (including Rs. 3.74 crores to Kerala) was provided for the development of the West Coast Road starting from Panvel in Maharashtra

upto Challisseri in Kerala passing through Goa and Karnataka before taking it over as National Highway in March, 1972. Similar financial assistance amounting to about Rs. 3 crores has been provided for East Coast Road in Tamil Nadu, and Rs. 7,60 crores have been agreed to for coastal roads in Gujarat.

Disbursement of Funds allotted to Orissa

2808. SHRI BRAJAMOHAN MOHANTY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that during the Sixth Five Year Plan, allocation of Rs. 69.00 crores were made for Orissa for National Highways and only Rs. 13.45 crores have been received by State Government during 1978-79 and 1979-80;

(b) the reasons for failure of the Government of India to disburse proportionate amount annually; and

(c) in the background of backwardness of the State of Orissa in communication, whether the Government will give priority in distribution of funds allocated in the Plan?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTTA SINBH):

(a) to (c). No amount was specifically allocated for any State including Orissa for National Highways, in the draft 1978-83 sixth Plan. Actually it is never done. Allotments for improvement/development of National Highways are made only on a year to year basis keeping in view various factors e.g. works in progress, requirements of funds projected by the States, their admissibility and total funds available. On this basis, during 1978-79 and 1979-80 Rs. 7.624 crores were allotted to Orissa for improvement/development of National Highways. Funds for the development of National Highways are allotted primarily with reference to their requirements of traffic and development aspects as applicable.

Introduction of another Pink City Express train from Jaipur to Delhi

2809. SHRI RAM SINGH YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the only fastest railway train available from Delhi to Jaipur to the foreign and domestic tourists and other passengers is the Pink City Express;

(b) whether it is also a fact that there is only one daily service of Pink City train from Delhi to Jaipur in the morning hours and at present there is no service available in morning hours from Jaipur to Delhi;

(c) whether there is a proposal under consideration to have one more Pink City Express daily from Jaipur to Delhi to meet out the demand of domestic and foreign tourists and other passengers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes. However, other fast services are also available viz. 201/202 Ahmedabad-Delhi Mail, 203/204 Ahmadabad-Delhi Express, 215/216 Chetak Express.

(b) Yes. However, 215/216 Chetak Express provides similar service in the reverse direction.

(c) No, not at present.

Conversion of Bonus into Retirement Benefits and Unemployment Relief

2810. SHRI ARVIND NETAM: Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that the Central Government are considering some new proposals to convert a part of bonus or the whole of it into retirement benefits and unemployment relief; and

(b) if so, the time by which the final decision will be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b). Various proposals have been received for amendment of the Payment of Bonus Act. These proposals are under consideration of the Government. A comprehensive bill to amend the Act is likely to be introduced soon.

Profit-loss Record of Public Sector Units

2811. SHRI NAVIN RAVANI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what was the profit-loss record of public sector units under his Ministry in 1978-79 and 1979-80;

1. Central Inland Water Transport Corporation	Rs. 650.83 lakhs (Loss)
2. Cochin Shipyard Ltd.	Rs. 275.09 lakhs (Loss)
3. Delhi Transport Corporation	Rs. 1,748.97 lakhs (Loss)
4. Dredging Corporation of India	Rs. 484.98 lakhs (Profit)
5. Hindustan Shipyard Ltd.	Rs. 306.32 lakhs (Profit before tax)
6. Indian Road Construction Corporation	Rs. 39.84 lakhs (Loss)
7. Mughal Line Ltd.	Rs. 710.23 Lakhs (Loss)
8. Shipping Corporation of India	Rs. 3,700.76 lakhs (Loss)

(b) No new Public Sector Project is in operation under this Ministry at present.

(c) Performance of each Undertaking is reviewed periodically in accordance with the instructions of Bureau of Public Enterprises. Performance review meetings are held as often as possible in which the Transport Secretary, Financial Adviser (Transport), the concerned Wing Heads, Chief Executive of the Enterprise and the representative of the Bureau of Public Enterprises participate. The purpose of the review is to identify bottlenecks and shortcomings in the working of the Undertakings and suggest systematic remedial action. In the case of Enterprises incurring loss, special care is taken to identify reasons for loss and to take suitable action to cut down

(b) what are the new public sector projects under his Ministry in operation at present; and

(c) what measures are taken to improve loss-incurring units?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) The profit-loss record of Public Sector Undertakings under the Ministry of Shipping and Transport is available only upto the financial year 1978-79. The audited accounts for the financial year 1979-80 are not available as yet. The profit-loss record of the Undertakings for the year 1978-79 is as under:

expenditure and ensure economy and efficiency in operation.

67 अथ तरंगा लोकल गाड़ी को पालुडारा पर रोकना

2812. श्री मोतीबाई आर० चौधरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दो वर्ष पूर्व पश्चिम रेलवे में मेहसाना-तरंगा लाइन पर फ्लैग स्टेशन बनाए जाने के बाद से 67 अथ तरंगा लोकल गाड़ी को पालुडारा में रोकने की मांग की जा रही है ;

(ख) क्या उम, मांग को शीघ्र पूरा किया जायगा; और

(ग) यदि नहीं, तो उसके कारण क्या हैं ?

रेलमंत्रालय में उपमंत्रि (श्री महिलकार्जुन) :

(क) से (ग) : (14 अथ तरंगा हिल-मेहसाना सवारी गाड़ी को पालुडारा में ठहरना बंद करके

उसके बचने 67 अप ग्रहमदाबाद-मेहसाना सवारी गाड़ी को वहाँ ठहराने का एक सुझाव प्राप्त हुआ है। 141 अप गाड़ी को वहाँ ठहराना बन्द करने के बारे में मंडल रेल उपयोगकर्ता परामर्श समिति, समय-सारणी समिति और सिविल प्राधिकारियों के विचार जानने के बाद 67 अप को पिलुदा में ठहराने के बारे में निर्णय लिया जायेगा।

Allotment of Delhi Main Railway Station Bookstalls

2813. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state.

(a) whether it is a fact that A. H. Wheeler & Co. are having Bookstall contracts for platform Nos. 1 to 19 on Delhi Main Railway Station;

(b) whether there is a move to give further contracts for three new platforms to the same Company; and

(c) if so, the details and steps taken for not giving contract to Wheeler & Co.?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) No.

(c) Does not arise.

'Slavery in Disguise'

2814. SHRI S. M. KRISHNA: Will the Minister of LABOUR be pleased to state:

(a) whether Government's attention has been drawn to the Editorial captioned 'Slavery in disguise' appearing in the 'Indian Express', New Delhi dated the 5th June, 1980;

(b) if so, the reaction of Government thereto; and

(c) the steps which Government propose to take to set matters right?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) to (c). This editorial is a sequel to the news-items which

were published in the newspapers recently, alleging non-provision of adequate facilities to the labourers working in the Stone Quarries located in Mehrauli, New Delhi and also the prevalence of the bonded labour system in those Quarries. According to the available information, the labourers working in these Stone Quarries are self-employed groups and do not qualify either as "contract labourers" or "bonded labourers". The matter is, however, under investigation.

Detection of Spurious Drugs

2815. SHRI B. R. NAHATA: Will the Minister of HEALTH be pleased to state:

(a) how many cases of spurious drugs detected during the last three years State-wise; and

(b) what steps and actions have been taken for penalising and preventing manufacture and supply of spurious drugs?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND): (a) The information is being collected and will be laid on the Table of the Sabha.

(b) The measure that have been taken by Government to combat the manufacture and sale of spurious drugs are detailed below:—

(i) In 1964, the Drugs and Cosmetics Act was amended to increase the penalty for manufacture and sale of spurious drugs from three years to 10 years and with fine. The courts were requested to record in writing special reason if they wished to impose a sentence of imprisonment of less than one year.

(ii) A new section was added in 1964 requiring every dealer or an agent of a manufacturer

to disclose to the Drugs Inspector the name, address and other particulars of the person from whom he acquired drugs or cosmetics.

- (iii) Provision was also made in 1964 whereby the stocks of spurious drugs could be confiscated if the person responsible for its manufacture or distribution was convicted. The implements of machinery used in such manufacture, sale or distribution and any receptacles packages or covers in which such spurious drugs were contained and the animals, vehicles, vessels or other conveyance used in carrying such drugs were also made liable to confiscation.
- (iv) To eliminate unlicensed manufacturers of drugs, who usually indulge in manufacture and sale of spurious drugs, an "All India List of Licensed drug manufacturers" has been compiled and brought upto date. This list has been circulated to all the State Drugs Controllers and leading Associations of Drug Manufacturers and Dealers.
- (v) The States have been advised to maintain close liaison with the Police authorities for the campaign against spurious drugs to be carried out intensively.
- (vi) Whenever reports of spurious drugs are received by the Central Drugs Standard Control Organisation and whenever a racket is supposed to be of Inter-State character, the States concerned are immediately alerted and advised to take necessary action with the assistance of the State Police.
- (vii) The help and cooperation of Association representing the

interests of drug manufacturers and dealers has been and is being enlisted to ensure maximum compliance with the Good manufacturing and sale practices and their co-operation in the campaign against spurious drugs is also being sought.

- (viii) A constant liaison with the State Drugs Control Organisation is maintained by the Central Drugs Standard Control Organisation by holding meetings of the Drugs Consultative Committee, meetings of the Zonal State drugs Controllers, and through discussions the Zonal Officers have with the State Drug control Officials and by correspondence. The constant exchange of information helps co-ordination and intensification of quality control measures.
- (ix) The States have been requested to constitute State Drugs Advisory Boards on which representatives of the manufacturers, dealers, medical profession and consumers are associated to advise the State Governments on the measures to be taken, for effective enforcement of the Drugs and Cosmetics Act.
- (x) The testing facilities available with the Central Government at the Central Drugs Laboratory, Calcutta, the Central Indian Pharmacopoeia Laboratory, Ghaziabad and the Central Research Institute, Kasauli, are placed at the disposal of the States. As many as 21 States and Union Territories are now availing of the testing facilities.

(xi) Four Zonal Offices of the Central Drugs Standard Control Organisation have been set up at Bombay, Calcutta, Madras and Ghaziabad to maintain a close liaison between the Central and State Organisations and to ensure uniform enforcement of the Act throughout the country. These Zonal Offices have also Drugs Inspectors carry out joint inspections of premises of drug manufacturers along with the State Authorities to ensure that they conform to the standards laid down under the Law.

(xii) The technical competence of the Drugs Inspectors employed by State Governments is brought up to date by the Central Drugs Control Organisation which has arranged a training programme for Drugs Inspectors. This is a running programme and State Governments have been availing themselves of this facility.

Direct Bus service connecting C-I Terminus Janakpuri to Central Secretariat

2816. SHRI MANPHOOL SINGH CHAUDHARY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that there is no direct bus service connecting C-I Terminus, (the main Terminus of Janakpuri, New Delhi) with the Kendriya Terminal via Udyog Bhavan;

(b) whether it is also a fact that in the absence of such a service, the commuters from the area have to depend upon the contract buses who are thriving at the cost of the Delhi Transport Corporation;

(c) whether it is also a fact that residents of the area have submitted numerous representations to the authority for starting such a bus service; and

(d) if so, what action has been taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) No, Sir. A special trip on Route No. 720 has been provided at 9.25 a.m. which reaches Central Secretariat via Udyog Bhavan, directly from C. I. Janakpuri.

(b) Does not arise.

(c) Yes, Sir.

(d) Keeping in view the representations of the commuters a Special trip has been provided on routes No. 720 and 740 from C-I Janakpuri in the morning for Central Secretariat.

Flyover near Railway Crossing at Nangal Raya, Delhi Cantonment

2817. SHRI MANPHOOL SINGH CHAUDHARY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Government have sanctioned a scheme for the construction of a flyover near the Railway Crossing at Nangal Raya, Delhi Cantonment;

(b) if so, what steps have been taken by Government to implement this scheme; and

(c) the cost involved in the scheme and the time it is likely to take for its completion?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) Yes Sir.

(b) The scheme could not be implemented as one of the approaches

falls in the Cantonment area and required clearance of the Defence Authority. They have since given their clearance to the execution of the project subject to certain financial and other adjustments which have been accepted by the Municipal Corporation of Delhi. The Municipal Corporation of Delhi have intimated that the work is likely to start during 1980-81.

(c) Sanctioned cost Rs. 181.90 lakhs. About three years after commencement.

Bonus

2818. SHRI S. M. KRISHNA: Will the Minister of LABOUR be pleased to state:

(a) whether Government propose to hold discussions with the State Governments to make the present rate of 8.33 per cent Bonus a permanent feature; and

(b) if so, the considerations which have weighed with Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b). Informal consultations have been held on the subject at different levels with various organisations, Members of Parliament and others. Government wish to have suitable amendments to the Act passed before the next festival season. It is, therefore, not proposed to formally consult the State Governments at this stage.

Propagation of Ayurveda in Foreign countries

2819. SHRI S. M. KRISHNA: Will the Minister of HEALTH be pleased to state:

(a) whether Government's attention has been drawn to the news-item captioned 'West Germany takes steps to propagate Ayurveda' appearing in the *Times of India* New Delhi dated the 7th June, 1980;

(b) if so, the assistance which Government of India is rendering in this behalf;

(c) whether similar efforts to propagate Ayurveda in other countries are also being made; and

(d) if so, in which countries and their impact?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND): (a) Yes, Sir.

(b) to (d). The Government of India have no specific Scheme to propagate Ayurveda in foreign countries. However, facilities are provided to foreign delegations visiting Ayurvedic Institutions in India. Countries deputing students for studies in Ayurvedic Colleges are also assisted for admission in Ayurvedic Colleges in India.

Prescribed stay of Assistant Personnel Officer

2820. SHRI S. M. KRISHNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any stay of an Assistant Personnel Officer/Divisional Personnel Officer in a Division on the Northern Railway has been prescribed to ensure cleaner administration;

(b) if so, the details thereof and if not, the reasons therefor; and

(c) the total period the present A.P.Os. and D.P.Os. inclusive of service as A.P.O., have stayed in the Moradabad Division on the Northern Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). No period of stay of officers at one place has been fixed and transfers are made as and when necessary, depending on administrative requirements.

(c) The period of stay of the present APOs/DPOs in the Moradabad Division is as under:—

Name	Date from which working
S/Shri	
1. L.C. Guru, DPO	From Oc . 63 to April 70 as APO and from 29-7-76 onwards as DPO
2. S.S. Lal, APO	6-9-75 AN
3. B.K. Sinha , APO	15-10-77 AN
4. H.N. Khare, APO	7-5-1977
5. G.S.P. Verma, APO	6-8-1979.

Number of Wagons in Indian Railways

2821. SHRI ANANDA PATHAK: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of rail wagons which are moving in Indian Railways, Zone-wise; and

(b) the average number of wagons lying idle/stranded in a month for unloading in different sheds?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Holding of wagons on Indian Railways (Zone-wise) as on 1-6-80 is as under:—

Rly.	In terms of 4-wheelers	
	B.G.	M.G.
C.R.	69712.5	1447
E.R.	91832.0	..
N.R.	63835.5	10116
N.E.	1750.5	25917
N.F.	5442.5	20197
S.R.	17082.5	12998
S.C.	31681.5	12504
S.E.	100559.5	..
W.R.	33122.0	27169
ALL	415018.5	110348

(b) The information is being collected and will be laid on the table of the house.

तपेदिक और कोढ़ से ग्रस्त रोगी

2822. श्री छोटूभाई घामिल: क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) जबवरी 1977 से मार्च, 1980 के बीच तपेदिक तथा कोढ़ में ग्रस्त रोगियों की संख्या कितनी थी ;

(ख) क्या इस संख्या की दृष्टि से, गुजरात में इन रोगों के रोगियों की संख्या बढ़ रही है, और यदि हां, तो इसके कारणों का ब्योरा क्या है ;

(ग) इन बीमारियों को रोकने के लिए सरकार ने क्या ठोस कदम उठाये हैं अथवा उठाने का विचार है ; और

(घ) वर्ष 1977 से 1980 के बीच, इन रोगियों को नियंत्रित करने के लिये भारत सरकार द्वारा किसनी राशि का अनुदान दिया गया और इन रोगों में वृद्धि को देखते हुए क्या गुजरात सरकार को कोई विशेष अनुदान देने का विचार है ; और यदि हां, तो कितनी राशि का और तत्संबंधी ब्योरा क्या है ?

शिक्षा तथा स्वास्थ्य और समाज कल्याण मंत्री (श्री बी० शंकरानन्द) : (क) 1977 से 1980 के वर्षों के दौरान गुजरात राज्य में क्षय रोग तथा कुष्ठ रोग से पीड़ित रोगियों की संख्या का पता लगाने के लिए कोई सर्वेक्षण नहीं किया गया है। उपलब्ध सूचना के अनुसार जिन व्यक्तियों ने 1977-80 वर्षों के दौरान क्षयरोग तथा कुष्ठरोग का इलाज कराया है उनकी संख्या इस प्रकार है —

क्षय रोग उन व्यक्तियों की संख्या जिन्होंने 19 जिला क्षयरोग केन्द्रों में इलाज कराया

31-3-1977	41,319
31-3-1978	43,329
31-3-1979	67,246
31-3-1980	41,104

(19 अयरोल केन्द्रों में से 15 अय रोग केन्द्रों से सूचना प्राप्त हुई है)

कुष्ठ रोग उन व्यक्तियों की मख्या जिन्होंने इलाज कराया (लगभग)

31-3-1977	30,500
31-3-1978	38,200
31-3-1979	46,400
31-3-1980	53,700

(ख) इस बात का कोई मद्दत नहीं मिला है कि राज्य में अयरोल और कुष्ठ रोग से पीड़ित रोगियों की संख्या में वृद्धि हुई है। राज्य में निदान किए गए अयरोल कुष्ठ रोग से पीड़ित रोगियों की वर्ष प्रति वर्ष वृद्धि का कारण यह है कि जिला अयरोल केन्द्रों तथा कुष्ठ रोग नियंत्रण यूनिटों और जनरल और मेडिकल संस्थाओं में अयरोल तथा कुष्ठ रोग से पीड़ित रोगियों का पता लगाने की सुविधाओं की व्यवस्था कर दी गई है और उनका विस्तार कर दिया गया है।

(ग) और (घ). अपेक्षित सूचना का एक विवरण समा पटल पर रखा है। [संश्लेष में रखा गया। [संक्षिप्त संख्या L.T.-995/80]

Vansadhara Bridge in Orissa

2823. SHRI GIRIDHAR GOMANGO Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Government of Orissa sent the project report for Vansadhara bridge near Gunupur, Koraput for the clearance of his Ministry;

(b) if so, when the report was received and the steps taken by his Ministry for the early clearance of the report;

(c) the funds provided by his Ministry for the said bridge under "inter-State or economic importance" scheme in the current financial year; and

(d) if not, when the said bridge will be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) No Sir.

(b) Does not arise.

(c) and (d). A Central loan assistance of Rs. 108 lakhs has been agreed to for this bridge which is essentially a State Project. No payment against this loan assistance of Rs. 108 lakhs has, however, been made so far. This can be done only after the sanction, by the Central Government, to the detailed estimate for the bridge which the Orissa Government expect to send only after completion of surveys, sub-soil investigations and the design work which is still in hand with them.

Koraput-Rayagada Line

2824. SHRI GIRIDHAR GOMANGO: Will the Minister of RAILWAYS be pleased to state:

(a) the funds provided by his Ministry for survey of new railway line from Koraput to Rayagada (S.E. Rly.), so far;

(b) when the survey is likely to be completed; and

(c) the measures taken by the Ministry for early completion of the survey?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN: (a) Rs. 6 lakhs.

(b) and (c). The survey undertaken by M/s. RAIL INDIA TECHNICAL & ECONOMIC SERVICES is likely to be completed by September, 1980. A decision will be taken after the survey report is received and examined keeping in view the financial viability and availability of funds and clearance by the Planning Commission.

Harassment to Railway Passengers caused by daily commuters

2825. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Administration are aware of the harassment to railway passengers caused by the daily commuters and the suburban trains around Delhi and other cities caused by the chain pulling and other delay tactics; and

(b) if so, whether any effective solution would be found to this problem and the likely date by which it would be found?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) Special attention is given to the requirement of train services for commuters so that commuters do not travel by long distance trains. Intensive ticket checking and surprise checks by deploying teams of large number of ticket examiners, Railway Protection Force and Government Railway Police personnel and Magistrates, are regularly conducted to tackle this problem and suitable action as per rules is taken against the defaulters and unauthorised passengers. The evil of alarm chain pulling and other unauthorised activities are basically problems of law and order, to be tackled continuously and as such it is not possible to indicate a firm date by which these unauthorised activities would be stopped.

'Gods Tariff' List

2826. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Tariff list dealing with the classification of various items handled by the Railways is available in English and other Indian languages;

(b) if so, the names of the Indian languages in which it is available and

the number of copies printed annually or otherwise periodically for use in English and each one of the Indian languages; and

(c) if not, the reasons therefor and the likely date by which it would be available for use by the various Railway Stations?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). Indian Railway Conference Association Goods Tariff—Part I (Volume II) dealing with the classification of various commodities handled by the Railways is at present available in English only. It was last issued in English on 1-9-1976 and the number of copies printed was 27,840.

(c) Under the Official Languages Rules, 1976, all Government rule books, manuals etc. are required to be printed in English and Hindi bilingual form. Accordingly, this Tariff is now under print in the bilingual form (English and Hindi) and copies thereof would be shortly available at all Railway Stations.

Unmanned level crossings in Delhi and Ferozepur Divisions

2827. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) the names and locations of level crossings which are unmanned in the Delhi and Ferozepur Divisions of Northern Railway; and

(b) whether any steps would be taken to ensure the early manning of these crossings, especially those which are prone to frequent accidents?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) There are 477 unmanned level crossings in Delhi Division and 908 unmanned level crossings in Ferozepur Divisions of

Northern Railway. The break-up is as under:—

State	Delhi Division	Ferozepur Division
Uttar Pradesh .	12	..
Haryana .	243	46
Punjab .	212	805
Union Territory of Delhi .	3	..
Union Territory of Chandigarh .	7	..
Rajasthan .	..	23
Himachal Pradesh .	..	11
Jammu & Kashmir .	..	23
	477	908

(b) The Railways undertake periodical census of road and rail traffic at unmanned level crossings to review the need for their manning, taking into account various factors such as density of traffic, visibility, accident-proneness, etc. Based on such reviews, a certain number of level crossings are manned every year in consultation with the State Governments.

Rakes used for running of Bombay suburban trains

2828. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) what type of rakes are in use over Central and Western Railways for the running of Bombay Suburban Trains;

(b) what is the marked carrying capacity of 9 car rake of each type;

(c) as against this, how many commuters travel by any individual train during peak-hours;

(d) what is the proportion that worked out to be as persons per square metre; and

(e) the comparative figures of Bombay, Calcutta and Madras and also with some Metro-cities in the World in regard to the ratio of passenger per square metre in Suburban Trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Most of the EMU rakes in service on Central and Western Railways are made by Integral Coach Factory, Madras and M/s. Jessops Co. Ltd, Calcutta, but some were imported from Italy, Japan and U.K.

(b) The marked carrying capacity of these rakes varies from 1737 to 1788 passengers. However, the dense crush load capacity is approximately 2650.

(c) About 3000 commuters travel during peak hours by a train.

(d) Density of passengers per square metre during peak hours works out to 5.3 persons.

(e) Occupation per square metre in suburban trains in Calcutta and Madras is not higher than that in Bombay. Japanese National Railways are reported to have carried as many as 10.8 standing passengers per square metre.

600 New EMU Coaches

2829. SHRI R. K. MHALGI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Administration have ordered for new 600 EMU coaches;

(b) If so, when;

(c) when these coaches are expected to be available for Railway Administration; and

(d) what is the expected break-up of allotment to Railway Zone wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, produc-

tion of 648 EMU coaches has been planned.

(b) and (c). Production and supply of these coaches will be spread over the period 1980—83 as under:—

Year	No. of coaches
1980-81	192
1981-82	218
1982-83	228

(d) Expected break-up of allotment to different Zonal Railways is:—

Railway	No. of coaches
Central	207
Eastern	171
South-Eastern	49
Southern	140
Western	81

Representation from Uttar Kokan Railway Pravasi Sangh

2830. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a representation dated 25th April, 1980 from "The Uttar Kokan Railway Pravasi Sangh" Palghar (Distt. Thana Maharashtra) has been received by Government;

(b) if so, the demands made in the same representation;

(c) what action has been taken on each of the said demands; and

(d) if no action has been taken so far when it shall be taken and with what effects?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) to (d). Do not arise.

Cargo handled in Cochin, Madras, Vizag., Bombay and Calcutta

2831. SHRI K. A. RAJAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to lay on the Table of the House a statement giving the following details, viz.

(1) the total tonnage of cargo loaded into and unloaded from ships in the ports of Cochin, Madras, Vizag., Bombay and Calcutta for the years 1977-78 to 1979-80; and

(2) the total wage bills paid to workers engaged in loading and unloading work in each of the above ports for each of the above years?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(1) A statement showing the cargo loaded into the ships (export) and unloaded from the ships (import) is attached.

(2) A statement showing the total wage bills paid to workers is attached.

Statement—I

(1) Total tonnage of cargo loaded into and unloaded from ships.

(In lakhs of tonnes)

Port	1977-78			1978-79			1979-80		
	Exports	Imports	Total	Exports	Imports	Total	Exports	Imports	Total
Cochin	12.49	39.25	51.74	12.41	42.29	54.70	11.00	43.48	54.48
Madras	35.14	45.54	80.68	42.95	52.77	95.72	44.44	59.28	103.72
Vizag	71.00	25.92	96.92	68.87	32.00	100.87	61.62	40.67	102.29
Bombay	41.35	127.68	169.03	43.20	112.76	155.96	50.37	115.82	166.19
Calcutta (including Haldia).	35.84	39.65	75.49	27.13	52.66	79.79	25.54	60.01	85.55

@Provisional.

Statement—II

(2) Total wage bills paid to workers engaged in loading and unloading

(In lakh of rupees)

Port	1977-78	1978-79	1979-80
Cochin	372.02	327.24	@367.37
Madras	433.41	443.94	472.37
Visakhapatnam	836.74	762.26	910.98
Bombay	475.30	519.70	669.23
Calcutta (including Haldia)	1050.46	1179.74	1349.50

@ Provisional.

Late running of Asansol Express and Black Diamond Express

2832. SHRI DINEN BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that both Asansol Express and Black Diamond Express are running late for the last six months;

(b) if so, the reasons therefor;

(c) the steps so far taken by Government to improve their punctuality and with what results.

(d) whether there is any proposal to halt Asansol Express at Andal station; and

(e) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Punctuality performance of 305/306 Asansol Express and 307/308 Black Diamond Express trains has, by and large, been satisfactory; despite various adverse factors. Punctuality of these trains were above 90 per cent in both Up and Down directions during periods December/79 to May/80.

(b) Does not arise.

(c) Running of these trains as well as of other important trains is being watched daily and suitable action taken as warranted in cases of avoidable delay.

(d) The proposal is under examination and will be decided on merits.

(e) Does not arise.

Easing of congestion at major ports?

2833. SHRI BALASAHEB VIKHE PATIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether congestion at the major Indian ports has eased; and

(b) if so, the present average period of 'turn-round' of the ships at the ports of Bombay, Kandla, Cochin, Madras, Visakhapatnam and Calcutta, as compared to the comparative position in each month during the last 15 months?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes.

(b) A statement indicating 'turn round' of ships is attached.

Statement

Average period of turn-round of ships (in days) at the ports of

Month	Bombay	Kandla	Cochin	Madras	Visakhapatnam	Calcutta
March, 1979	15.64	11.72	5.12	9.40	4.20	23.40
April 1979	19.65	11.77	4.29	9.40	7.70	23.90
May, 1979	14.95	11.63	5.00	11.20	9.90	22.20
June, 1979	15.85	6.52	5.75	10.15	10.60	25.10
July, 1979	15.65	16.11	6.00	13.80	11.10	23.70
Aug., 1979	14.55	13.60	6.67	15.70	8.00	27.40
Sept., 1979	13.11	16.70	5.71	17.70	8.90	24.50
Oct., 1979	16.76	9.51	5.67	17.50	10.50	24.40
Nov., 1979	11.52	11.89	7.21	15.10	9.20	27.00
Dec., 1979	11.93	15.54	5.30	20.70	16.10	29.70
Jan., 1980	10.71	10.03	5.54	16.30	12.00	21.90
Feb., 1980	9.62	9.22	5.79	12.10	10.50	16.10
March, 1980	9.57	9.55	5.81	16.50	7.50	19.00
April, 1980	8.66	8.04	6.46	10.50	4.40	15.00
May, 1980	8.40*	8.77	7.04	6.60	5.70	14.00

*Provisional.

गत तीन बरों के दौरान कामिक संघोंकी मान्यता वापस लेना मान्यता देना

2834. श्री राम खिजात पातझान : क्या श्री मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन बरों के दौरान किन कामिक संघों को मान्यता रद्द की गई है और किन्हें मान्यता दी गई है ;

(ख) प्रत्येक मामले में मान्यता रद्द करने अथवा मान्यता देने के मुख्य कारण क्या हैं ; और

(ग) मान्यता रद्द करने मान्यता देने के कितने मामले सरकार के विचाराधीन हैं और वे कब से विचाराधीन हैं ?

असमंतालय में राज्य मंत्री (श्री टी० अजैध):
(क) से (ग). केन्द्रीय क्षेत्र में यूनियनों को

मान्यता देने उनकी मान्यता समाप्त करने की कार्यवाही र्वैच्छिक अनुशासन संहिता के अन्तर्गत की जाती है। केन्द्रीय क्षेत्र में अनुशासन संहिता खानों, तेल क्षेत्रों, भारतीय स्टेट बैंक, भारतीय रिजर्व बैंक, बीमा, वायु परिवहन तथा रेलवे, रक्षा, डाक और तार तथा गोदियों एवं पत्तनों की छोड़कर, केन्द्रीय मंत्रालयों के विभागीय उपक्रमों में लागू होती है।

पिछले तीन बरों के दौरान केन्द्रीय क्षेत्र में अनुशासन संहिता के अन्तर्गत यूनियनों को मान्यता देने उनकी मान्यता को समाप्त करने के संबंध में उपलब्ध सूचना, संहिता के अन्तर्गत यूनियनों को मान्यता देने/उनकी मान्यता को समाप्त करने के मुख्य कारण तथा विचाराधीन मामलों की संख्या संलग्न विवरण में दी गई है।

विषय

- (क) यूनियनों के नाम, जिन्होंने पिछले तीन वर्षों के दौरान अनु-यूनियनों के नाम, जिनकी मान्यता को पिछले 3 वर्षों के दौरान खासन संहिता के अधीन मान्यता दी गई रद्द किया गया

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1977

३६. हिन्दुस्तान कापर इम्प्लाईज एसोसिएशन (अग्निगुंडाला कापर लीड प्रोजेक्ट, बडालामोतु आन्ध्र प्रदेश).

अनुशासन संहिता का अनुपालन न किए जाने पर यूनियन की मान्यता को समाप्त किया जा सकता है। केन्द्रीय कार्यान्वयन और मूल्यांकन समिति (अप्रैल, 1966) की बारहवीं बैठक में यह स्वीकार किया गया कि अनुशासन संहिता के उल्लंघन के कारण यूनियन की मान्यता समाप्त करने हेतु सम्बन्धित कार्यान्वयन और मूल्यांकन समिति द्वारा उल्लंघन सिद्ध किया जाना चाहिए न कि कार्यान्वयन पत्र द्वारा। पिछले तीन वर्षों के दौरान उक्त प्रक्रिया के अनुसार किसी ने भी यूनियन की मान्यता समाप्त करने के लिए मंत्रालय को नहीं लिखा है।

३७. रिजर्व बैंक आफ इंडिया इम्प्लाईज एसोसिएशन, त्रिवेन्द्रम (भारतीय रिजर्व बैंक, त्रिवेन्द्रम)

३८. रिजर्व बैंक श्रेणी-4 कर्मचारी यूनियन, त्रिवेन्द्रम (भारतीय रिजर्व बैंक, त्रिवेन्द्रम)

३९. पत्थर एवं चूना मजदूर कांग्रेस, सतना (सतना स्टोन तथा चूना पत्थर क्वारी, सतना).

४०. अनेल वाशरीज वर्कर्स यूनियन, धनबाद. सेन्ट्रल कोल वाशरीज आर्गेनाइजेशन (एच० एस० एल०) (धनबाद का केन्द्रीय कार्यालय)

४१. हारी चान्नी कामगार संघ, बड़ौदा (हैवी वाटर प्रोजेक्ट, बड़ौदा)

४२. हैवी वाटर इम्प्लाईज यूनियन, टूटीकोरिन (हैवी वाटर प्रोजेक्ट, टूटीकोरिन)

४३. कर्मचारी राज्य बीमा निगम कर्मचारी यूनियन (पश्चिम बंगाल क्षेत्र) (बी० रा० बी० निगम पश्चिम बंगाल क्षेत्र).

४४. डी० बी० सी० वर्कर्स यूनियन, वेरमो (डी० बी० सी० माइन्स, वेरमो).

४५. ए० ओ० सी० नेवर यूनियन, डिगबोई (असम आयल कंपनी, डिगबोई)

४६. तेल तथा प्राकृतिक गैस आयोग कर्मचारी एसोसिएशन, अंकलेश्वर (तेल तथा प्राकृतिक गैस आयोग, अंकलेश्वर)

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1978

12. मध्य प्रदेश कोलियरी वर्कर्स फेडरेशन रामनगर कोलियरी ब्रांच (जामूल सीमेंट वर्कर्स लाइम-स्टोन क्वारीज तथा पत्थरिया लाइमस्टोन क्वारी आफ ए० सी० सी० लिमिटेड)
13. खेतड़ी कापर मजदूर संघ (खेतड़ी कापर कम्पलेक्स)

1979

14. कोमोरोह लाइम स्टोन माइनिंग कंपनी वर्कर्स यूनियन (मेघालय) (कोमोरोह लाइम स्टोन माइनिंग कंपनी)
15. दायत्री आयरन ओर माइन्स लेबर यूनियन, दायत्री (दायत्री आयरन ओर माइन्स आफ मैसर्स उट्टीसा माइनिंग कारपोरेशन लिमिटेड)
16. मिनरल एक्सप्लोरेशन कारपोरेशन इम्प्लाईज यूनियन, नागपुर (मिनरल एक्सप्लोरेशन कारपोरेशन लिमिटेड, नागपुर)
17. बलासीनोर क्वारी सेवलिया सीमेंट वर्कर्स इम्प्लाईज यूनियन, बलासीनोर (गुजरात), (बलासीनोर क्वारी सेवलिया सीमेंट वर्कर्स आफ ए० सी० सी० लिमिटेड), बलासीनोर (गुजरात)
18. खेतड़ी ताम्र श्रमिक संघ (चांदमारी कापर प्रोजेक्ट)
19. गवर्नमेंट आफ इंडिया टैक्सट बुक्स प्रेस वर्कर्स यूनियन, भुवनेश्वर (गवर्नमेंट आफ इंडिया टैक्सट बुक्स प्रेस, भुवनेश्वर)
20. गवर्नमेंट आफ इंडिया फोटो लियो प्रेस कर्मचारी संघ, फरीदाबाद (गवर्नमेंट आफ इंडिया फोटो लियो प्रेस, फरीदाबाद)
21. अग्निगुंडाला प्रोजेक्ट इम्प्लाईज यूनियन, बंडाल-मोत् (झारख प्रदेश) (अग्निगुंडाला कापर प्रोजेक्ट, बंडालमोत्)
22. गवर्नमेंट आफ इंडिया टैक्सट बुक्स वर्कर्स यूनियन, चंडीगढ़, (गवर्नमेंट आफ इंडिया टैक्सट बुक्स प्रेस, चंडीगढ़)

(क) मान्यता प्रदान करने के मुख्य कारण

मान्यता को रद्द करने के मुख्य कारण

वर्तमान प्रक्रिया के अन्तर्गत यूनियन से मान्यता के बिना दिये जाते हैं।

यूनियनों को मान्यता देने के लिए प्रस्तावित है कि अगुओं को मान्यता हो पर यह मंत्रालय संबंधित प्रतिष्ठान को मान्यता देने के प्रारंभिक व्योरे एकत्र करना है, ताकि उनकी पात्रता सुनिश्चित की जा सके। उनकी पात्रता सुनिश्चित करने के पश्चात् केन्द्रीय औद्योगिक सम्बन्ध तंत्र के अधिकारियों द्वारा इस प्रक्रिया के लिए निर्धारित सत्यापन प्रक्रिया के अनुसार सभी पात्र यूनियनों की सदस्य संख्या के सम्बन्ध में सत्यापन किया जाता है। सत्यापन के आधार पर यूनियन की, जो श्रमिकों के बहुमत का प्रतिनिधित्व करने वाली पाई जाती है, अनुशासन संहिता के अन्तर्गत मान्यता के लिए सिफारिश की जाती है। उक्त मद (क) के सामने क्रमांक 1-18 और 21 पर निर्दिष्ट यूनियनों को इस कारण से मान्यता दी गई, क्योंकि इनकी सदस्य संख्या का सम्बन्धन किए जाने पर ये सबसे अधिक श्रमिकों का प्रतिनिधित्व करने वाली यूनियनों के रूप में आई गई। क्रमांक 19, 20 और 22 में निर्दिष्ट यूनियनों को इसलिए मान्यता दी गई, क्योंकि सम्बन्धित प्रतिष्ठानों में केवल ये यूनियने ही कार्य कर रही थी।

जैसा कि उक्त मद (क) के सामने बताया गया है, ऐसा कोई मामला नहीं है, जिसमें अनुशासन संहिता की प्रक्रिया के अनुसार यूनियन को मान्यता समाप्त करने के लिए इस मंत्रालय को कहा गया हो। अतः यूनियनों की मान्यता को रद्द करने के कारणों का प्रश्न ही नहीं उठता है।

(ग)

मान्यता के लिए विचारार्थी मामलों की संख्या

मान्यता को रद्द करने के लिए विचारार्थी मामलों की संख्या

1-3 भाग के बीच	8
3-6 भाग के बीच	3
7 भाग से अधिक अवधि के लिए	27

शून्य
-यथोक्त -
-यथोक्त -

Lines laid in Karnataka

2835. SHRI JANARDHANA POOJARY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway lines laid in Karnataka during the past six months; and

(b) the number of new trains to be introduced during 1980-81?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Ghat section of the Hassan-Mangalore line was opened in December 1979.

(b) During 1980-81 so far 5 pairs of trains have been introduced in Karnataka area. Proposals for introducing 4 pairs of additional train-services in Karnataka area are under consideration and action as found feasible will be taken having regard to the resources available.

Provision of Leave Reserve for Homoeopathic Doctors and Pharmacists in Delhi Administration

2836. SHRI ANANDA PATHAK: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that there

is no provision of leave reserve for Homoeopathic doctors and Pharmacists employed in dispensaries under the Delhi Administration and consequently a Pharmacist works as a doctor and *vice versa* when either of them proceeds on leave; and

(b) if so, the reasons therefor?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):

(a) There are no leave reserve posts for Doctors and Pharmacists in the Homoeopathic dispensaries in the Delhi Administration, however no case of a Pharmacist working as doctor and *vice versa* has come to the notice of that Administration.

(b) The proposal was taken up but later dropped due to financial constraints.

Payment of Non-practising Allowance to Homoeopathic Doctors working in Delhi Administration

2837. SHRI ANANDA PATHAK: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that Homoeopathic doctors employed in various dispensaries and hospitals under CGHS, NDMC and MCD are paid non-practising allowance as per existing rules as are applicable to allopathic doctors in those organisations;

(b) whether it is also a fact that Homoeopathic doctors employed in various dispensaries under the Delhi Administration are not being paid non-practising allowance; and

(c) if so, the reasons therefor?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):

(a) Yes.

(b) Yes.

(c) The question of paying non-practising allowance to Homoeopathic doctors employed under Delhi Administration is under active consideration of the Government.

Uneconomic Branch. Lines

2838. SHRI MADHAVRAO SCINDIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a Committee appointed by Railways in 1969 had found 77 branch lines as uneconomic resulting in heavy losses to railways earning;

(b) if so, whether the number of such lines have now increased to more than 111 resulting in further loss; and

(c) if so, the facts thereof and the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). Every year a review of the economics of the various branch lines is undertaken with reference to the Annual Accounts and as such the number of uneconomic branch lines varies from year to year. Accordingly during the year 1978-79, there were 131 branch lines (25 BG, 73 MG and 33 NG) which were found uneconomic. The loss suffered by these lines was about Rs. 27 crores excluding dividend.

राष्ट्रीय राजपथ संख्या 15

2839. श्री मनकृत सिंह चौधरी : क्या नौबहन और परबहन मंत्री यह बताने को तैयार करेंगे कि

(क) क्या राष्ट्रीय राजपथ संख्या 15 के बीकानेर-मंगलगढ़ मार्ग में भारी यातायात को देखते हुए सरकार का विचार इस सड़क की चौड़ाई दुगुनी करने का है, और

(ख) यदि हां, तो उसका व्योरा क्या है ?

नौबहन और परबहन मंत्रालय में राज्य मंत्री (श्री बृट्टा सिंह) : (क) और (ख) मंगलगढ़ से सूरतगढ़ तक लगभग 140 किलोमीटर लंबी सड़क के किनारे बिटुमन की पक्की पटरी बिछाई गई है ताकि 5' 5 मीटर चौड़ी सड़क और निम्न

जाए। इस प्रकार तैयार सड़क यातायात के लिए पर्याप्त रहेगी। सुरतगढ़ के दक्षिण की ओर लगभग 60 किलोमीटर लम्बी सड़क की 5.5 मीटर चौड़ा करने के लिए अनुमति खर्च की मंजूरी दे दी गई है तथा 30 किलोमीटर और सड़क को चौड़ा करने के लिए मंजूरी देने के प्रश्न पर विचार किया जा रहा है। इस तरह, बीकानेर तक का लगभग 50 किलोमीटर लम्बा रास्ता शेष रह जाता है। इस शेष रास्ते को भी चौड़ा करने के प्रस्ताव पर विचार किया जा रहा है। इस प्रस्ताव की स्वीकृति साधनों की उपलब्धता और राष्ट्रीय राजमार्गों की पारस्परिक प्राथमिकता पर निर्भर करती है।

व्यावर-बिलाड़ा रेल लाइन

2840. श्री भगवान देव : क्या रे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या चाल वर्ष के दौरान नई रेल लाइनो संबंधी कार्यक्रम में व्यावर से बिलाड़ा तक रेल लाइन को भी शामिल किया गया है क्योंकि इससे अजमेर से जोधपुर तक की दूरी कम हो जाएगी; और

(ख) यदि नहीं, तो नई रेल लाइन बिलाने के बारे में क्या मापदंड आनाये जा रहे हैं ?

रेल मंत्रालय में उप-मंत्री (श्री नलिनार्जुन) :

(क) व्यावर को बिलाड़ा में जोड़ने के लिए नयी रेल लाइन बिलाने का कोई प्रस्ताव विचारधीन नहीं है।

(ख) पिछले क्षेत्रों में लाइनो गठित नयी लाइनो के निर्माण के बारे में एक राष्ट्रीय नीति तैयार करने के लिए अप्रैल 1978 में नियुक्त राष्ट्रीय परिवहन नीति समिति ने हाल ही में योजना आयोग को अपनी रिपोर्ट प्रस्तुत की है। योजना आयोग हम रिपोर्ट की जांच कर रहा है और हम समिति की स्वीकृति सिफारिशों के आधार पर इस लाइन पर यथोचित ध्यान दिया जायेगा।

अनुसंधान कामिकों को प्रैक्टिस-बंदी भत्ता दिया जाना

2841. श्री अनुसंधान देव : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय आयुर्वेदिक तथा सिद्ध अनुसंधान परिषद् में अनुसंधान कामिकों को जो कि औषधियों की देशी पद्धति के संबंध में अनुसंधान कार्य कर रहे हैं, दिये जाने वाला प्रैक्टिस-बंदी भत्ता बन्द कर दिया गया है ;

(ख) यदि हां, तो उसके क्या कारण हैं ;

(ग) क्या केन्द्रीय आयुर्वेदिक तथा सिद्ध अनुसंधान परिषद् के शासी निकाय तथा उनके

मंत्रालय की वित्तीय समिति व उन्हें पिछली तागियों से प्रैक्टिस-बंदी भत्ता दिये जाने की सिफारिश की है ; और

(घ) यदि हां तो उन्हें प्रैक्टिस-बंदी भत्ता भुगताना पभाव से कब से दिया जायेगा क्योंकि आयुर्वेदिक औषधि पद्धति स्वयं एक वैज्ञानिक पद्धति है ?

शिक्षा तथा स्वास्थ्य तथा समाज कल्याण मंत्री (श्री बी० शंकरानन्द) : (क) जी हां।

(ख) तृतीय वेतन आयोग ने भारतीय चिकित्सा पद्धति और होम्योपैथ के डाक्टरों को प्रैक्टिस-बंदी भत्ता देने की सिफारिश नहीं की थी। उनकी सिफारिश यह थी कि जहाँ वही भी पहले से प्रैक्टिस-बंदी भत्ता दिया जा रहा है वहाँ इसे बंद कर दिया जाये और संबंधित कामिकों को इस शर्त पर प्राइवेट प्रैक्टिस करने की अनुमति दे दी जाये कि कार्यालय समय में न तो ऐसी निजी प्रैक्टिस करने की अनुमति होगी और न ही इससे उनके सरकारी कर्तव्य को निभाने में अन्य किसी प्रकार की बाधा पड़ेगी तथापि, बाद में यह समझा गया कि यदि इन डाक्टरों को प्राइवेट प्रैक्टिस करने की अनुमति दे दी जायेगी तो इससे उनके सरकारी कर्तव्यों को निभाने में बाधा पड़ेगी।

(ग) और (घ) केन्द्रीय आयुर्वेद और सिद्ध अनुसंधान परिषद् तथा अन्य स्वायत्त शासी निकायों के अनुसंधान कामिकों को प्रैक्टिस-बंदी भत्ता देने के बारे में भारत सरकार का स्वास्थ्य और परिवार कल्याण मंत्रालय विचार कर रहा है।

Number of British Passport Holders

2842. SHRI DIGVIJAY SINH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that there are around 38,000 British passport holders in India seeking a right to settle in U.K.;

(b) which are the larger organisations in India that have petitioned the Government of India for aid, and

(c) what action has Government taken to prevail upon the U.K. Government and with what success?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Government have no figures or estimates of the numbers of

U.K. Passport holders still waiting to enter British from India.

According to the First Report of the British House of Commons Select Committee on Race Relations & Immigration published on 13 March 1978, the British Home Office in a Memorandum submitted to the Committee on 24 February, 1977 stated, "There are thought to be not more than 38,000 (including dependents) remaining in East and Central Africa who are eligible under the Scheme" of (vouchers for the admission of UK passport holders).

However, according to a further memorandum by British Home Office quoted by the same Committee. "There are thought to be around 38,000 UK passport holders including dependents (who may be any nationality) still eligible to come to UK from India under the Special Vouchers Scheme but there is considerable uncertainty about this figure. It is not possible to give a useful estimate of the numbers who will seek to come here."

(b) The British Passport holders Association of India, Jamnagar and the India-Africa Solidarity League, Rajkot.

(c) While Government have refrained from taking up this issue with the British Government on the ground that it is entirely the latter's responsibility it is hoped that Britain will fulfil its obligations to the UK passport holders expeditiously.

Wages and Service Conditions of Indian Seamen

2843. SHRI M. M. LAWRENCE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Forward Seamen's Union of India have submitted a ten point charter of demands regarding the wages and service conditions of Indian Seamen;

(b) if so, what are those demands; and

(c) whether Government have taken any steps in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) The Forward Seamen's Union of India, Calcutta have submitted a nine point charter of demands to the Secretary Shipowners' side. The National Maritime Board (India), Bombay.

(b) (1) Abolition of casual system of Employment and guaranteed employment for Indian Seamen throughout the year;

(2) Unemployment allowance from 'sign off' to 'sign on' at Rs. 700/- per month;

(3) 78 (Seventy Eight) Sterling Pound per month ILO Minimum Basic Wages;

(4) Abolition of all Anti-Seamen clauses of (i) Merchant Shipping Act, 1958 (44 of 1958) (ii) Indian Merchant Shipping Act (Seamen's Employment Office, Calcutta/Bombay) Rules 1954, (iii) Indian Merchant Shipping (Seamen's Medical Examination) Rules, 1951, (iv) The Seamen's Provident Fund Act, 1966 (4 of 1966), (v) Indian Merchant Shipping (Continuous Discharge Certificate) Rules, 1960 and (vi) Rules for 'Unemployment Relief' to Foreign-Going Indian Seamen;

(5) Abolition of Dual Medical Examination and Resumption of Family Medical Assistance;

(6) Tonnagewise Manning Scale;

(7) Recognition of Union through 'SECRET BALLOT'.

(8) Introduction of 'Yearly Wage Increment' 20 per cent Bonus for all; and

(9) Nationalisation of Shipping Industry, complete eradication of various other nefarious, anti-seamen acti-

vities of monopoly Indian and British shipowners and their jackies and more power to the State Government to be given to deal all economic affairs/disputes of Indian Seamen.

(c) The Memorandum of charter of Demands is addressed by the Forward Seamen's Union of India to the Secretariat of the National Maritime Board (India). NMB is a bipartite body of the recognised Unions of Seafarers. Forward Seamen's Union is not a recognised Union. It is, therefore, not a constituent of the NMB. NMB therefore considered the demands put forward by the NUSI, Bombay/Calcutta and final agreement was reached on 3rd March 1980. It is understood that no cognisance was taken by the NMB of the Demands forwarded by FSUI.

Funds for Improving Roads in Andhra Pradesh

2844. SHRI KUSHMA KRISHNA MURTHY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have received any representation from Andhra Pradesh Government for more funds for improving roads in Andhra Pradesh; and

(b) how far Government have responded in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) and (b). A reference has very recently been received from the Government of Andhra Pradesh regarding certain developmental aspects of National Highways in the State and for increasing the allocation for this purpose. This has been noted and all possible efforts will be made to meet the requirements in this regard subject to admissibility and availability of resources.

अहमदाबाद और भारवाड़ के बीच एक प्रतिरिक्त रेलगाड़ी चलाया जाना

2845. श्री मूलचन्द डागा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार का विचार गरीबों के दिनों में भारी भीड़-भाड़ को देखते हुए अहमदाबाद और भारवाड़ जंक्शन के बीच एक अतिरिक्त रेलगाड़ी चलाने का है ; और

(ख) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) :
(क) और (ख) . पिछले वर्ष अहमदाबाद भारवाड़ स्पेशल गाड़ियों में अपभारित कम यात्रियों द्वारा यात्रा किए जाने तथा अनवाये माल यतायात का बहुत संचलन सुनाश्चत करने का दृष्टि से यद्यपि इन गाँवों के दौरान अहमदाबाद और भारवाड़ के बीच अलग से कोई प्रीम कालोन स्पेशल गाड़ी नहीं चलाई जा रही है, फिर भी अहमदाबाद-आबूराड और अहमदाबाद दिल्ली के बीच स्पेशल गाड़ियाँ चलाई गयी थी जिनमें अहमदाबाद-भारवाड़ के यात्रियों की भी सेवा हुई थी ।

Improvement of the Punctuality of Delhi-Palwal-Delhi Shuttle Trains

2846. SHRI MOOL CHAND DAGA: Will the Minister of RAILWAYS be pleased to state:

(a) the percentage of punctuality of 365 Dn., 367 Dn., 379 Dn., 368 Up, 374 Up, Delhi-Palwal-Delhi Shuttle trains;

(b) the steps proposed to be taken to improve the punctuality of these trains;

(c) whether it is a fact that a large number of office going passengers of suburban areas are affected by their late running;

(d) the number of complaints received during this year regarding the late running and the action taken thereon, and

(e) what proposals are under consideration to maintain punctuality in the near future?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (e). The punctuality percentage of 365 Dn., 367 Dn., 379 Dn., 368 Up and 374 Up,

during May, 1980 was 93.5, 100, 100, 45.1 and 48.7 respectively. Excepting 368 Up and 374 Up, which are both return shuttle from Delhi to Palwal whose unsatisfactory performance affected the commuters, the punctuality of other trains has been quite good. During the current year, only six complaints have been received by Northern Railway. Every complaint was investigated and appropriate action taken. Precedence is, by and large, being given to these trains over Mail/Express trains including Rajdhani and Sarvodaya Express. A close watch on the punctual running of these shuttles, along with other trains, is also being kept at the Zonal Headquarters level.

Daily Passengers of Palwal-Delhi and Delhi-Palwal

2847. SHRI MOOL CHAND DAGA: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of passengers on an average who travel daily in the suburban trains from Palwal (Central Railway) to Delhi and Delhi to Palwal;

(b) the number of trains run on each line for carrying these passengers and the average number of Coaches attached to each train;

(c) the number of seats in each Coach; and

(d) the total amount of revenue earned by Railways from these daily passengers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (d). The information is being collected and will be laid on the Table of the Sabha.

पलवल रेलवे स्टेशन पर शब्द

2848. श्री मलखन्द दागा : क्या रेलमंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि यात्रियों को धूप और वर्षा से बचाने के लिए पलवल रेलवे स्टेशन के मेन प्लेटफार्म पर कोई शेड नहीं बनाए गए हैं,

(ख) क्या सरकार का विचार यात्रियों को इस प्रसुविधा से बचाने के लिए इन प्लेटफार्मों पर शेड बनाने का है ; और

(ग) यदि हाँ, तो उनको कब तक बनाया जायेगा और यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) :

(क) से (ग) इस स्टेशन के चार प्लेटफार्मों में से एक प्लेटफार्म पर पहले ही छतरदार शेड की व्यवस्था की जा चुकी है जिसका क्षेत्रफल 215 वर्गमीटर है। दूसरे प्लेटफार्म पर (जिस पर स्टेशन की इमारत स्थित है) तीसरे दर्जे का प्रतीक्षालय और उच्च दर्जे का प्रतीक्षालय (जिसका क्षेत्रफल 250 वर्गमीटर है) जो छतरदार हैं और यात्रियों के लिए सायबान की व्यवस्था है। तीसरे प्लेटफार्म पर एक छतरदार शेड का निर्माण करने का प्रस्ताव है और इस काम का अनुमतिपत्र वर्ष 1979-80 में प्रस्तुत किया गया है। इस स्टेशन के यात्री यातायात का ध्यान में रखते हुए और अधिक शेडों के निर्माण के प्रस्तावों पर भविष्य में विचार किया जायेगा।

Making People Health Conscious

2849. SHRI CHHITUBHAI GAMIT: Will the Minister of HEALTH be pleased to state:

(a) what is the present average food calorie intake of our people and what is the same in neighbouring countries; and

(b) what steps Government are taking to make our people nutrition conscious and health conscious in context with food habits?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND): (a) The Indian Council of Medical Research has been conducting diet surveys in 10 States viz. Andhra Pradesh, Gujarat, Maharashtra, Kerala, Orissa, Karnataka, West Bengal, Tamil Nadu, Uttar Pradesh and Madhya Pradesh since 1972, and the average calorie intake in these States is found to be 2,340 for 1978.

According to the Fourth World Food Survey published by FAO in

1977, the per capita calorie intake for the years 1972—74 was as under:

Afghanistan	2000
Burma	2131
Bangladesh	1949
Nepal	2015
Pakistan	2132
Srilanka	Not quoted
India	1970

(b) Education in nutrition and health is imparted to the people through Maternity and Child Health Centres, Primary Health Centres, their sub-centres and Community Health Volunteers. The National Institute of Nutrition and the Central Health Education Bureau publish pamphlets, folders and posters on these subjects. Talks and discussions are arranged through the All India Radio and Television.

Study by Labour Bureau on Minimum Wages of Agrarian Labour

2850. SHRI CHHITUBHAI GAMIT: Will the Minister of LABOUR be pleased to state:

(a) whether the Labour Bureau has made any study on prevailing agrarian labour minimum wages recently; and

(b) if so, what are the conclusions of such a study?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b). No Sir, Labour Bureau has not made any study recently on prevailing minimum wages for agrarian labour.

DTC Services for Saket Govt. Colony

2851. SHRI DAYA RAM SHAKYA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Delhi Transport Corporation services are sufficient for the commuters in Saket (M.B. Road) Government colony, New Delhi;

(b) how many DTC routes have been provided for this colony, which is expanding day by day; and

(c) whether DTC have introduced new routes for the Kalkaji DDA Flats?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes, Sir.

(b) 10 (Ten).

(c) Not recently. The last route introduced for the Colony was on 13-8-1979.

Wagon Shortage Hits Tea Export

2852. SHRI ANANDA PATHAK: SHRI SUBHASH CHANDRA BOSE ALLURI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the shortage of railway wagons has hit tea exports; and

(b) the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) Demands for wagons for export of tea have been fully met.

Approach Tunnel towards Jhingri Mahalla

2853. SHRI SAIFUDDIN CHOWDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the condition of the approach tunnel towards the Jhingri Mahalla Kasai-Mahalla is bad; and

(b) if so, the steps taken by Government to construct double way tunnel there to save the Railway line as well as to lessen the hardship of the local people?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a). The road under-bridge on the Western side of Asansol Town gets submerged during heavy rains, due to silting up of the underground drain running below the road. The cleaning of the drain is the responsibility of the Local Municipality.

(b) There is no proposal for a double way tunnel. However, a foot over-bridge which can be conveniently used by the pedestrians, has been sanctioned and the work is in progress. The work is likely to be completed by June 1981.

Wagon Producing Units in West Bengal

2854. **SHRI DINEN BHATTACHARYA:**

SHRI SUSHIL BHATTACHARYA:

SHRI SOMNATH CHATTERJEE:

Will the Minister of RAILWAYS be pleased to state:

(a) the names of wagon producing units in West Bengal;

(b) the capacity and production of those units during the last three years; unit-wise and year-wise;

(c) the number of wagons ordered for supply by the Railway authorities; year-wise;

(d) whether it is a fact that the Railways are neither placing order nor paying actual price to those units;

(e) if so, reasons thereof;

(f) whether Government of West Bengal asked the Railway Department to increase the supply order; and

(g) if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI

MALLIKARJUN): (a) to (c). A statement is laid on the Table of the House. [Placed in Library. See No. LT-996/80].

(d) No Wagon orders are being placed on the wagon building units in West Bengal. The prices for wagon orders are settled by the Ministry of Railways by negotiations with the Wagon India Limited, a body authorised to negotiate on behalf of the Wagon Industry.

(e) Does not arise.

(f) Yes.

(g) Ministry of Railways had already taken action for obtaining funds allocation for higher level of production in 1980-81 viz. 13,000 wagons in terms of four wheelers (11400 wagons in terms of four wheelers from the industry and 1600 wagons in terms of four wheelers from Railway Workshops).

Wagon Movement for Bihar Coalfields

2855. **SHRI DINEN BHATTACHARYA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the present wagon movement for the West Bengal and Bihar coalfields is something like 5400 wagons on daily average, as against minimum requirement of 6,600 wagons; and

(b) if so, what steps have been taken to improve the supply of wagons for Bihar and West Bengal coalfields?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The daily average loading of coal from West Bengal-Bihar coalfields varied between 5300 wagons and 5800 wagons per day during January 1980 to June 1980 as against the requirement of about 5900 wagons per day indicated by the Department of Coal.

(b) Loading and movement of coal wagons were adversely affected by

severe drought conditions necessitating a larger number of wagons having to be spared for foodgrains, heavy power cuts adversely affecting operation of yards and coal Pilots, maintenance of locomotives and rolling stock. The rate of loading is expected to improve with the anticipated improvement in power supply situation.

Development of Transport facilities in North Eastern Region

2856. **SHRI K. P. SINGH DEO:**

SHRI MANPHOOL SINGH CHAUDHARY:

SHRI BHIKURAM JAIN:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Government have formulated a ten year plan for developing transport facilities in North Eastern region;

(b) if so, the details thereof with particular reference to millage and the region to be covered and the outlay sanctioned; and

(c) when will it come into force?

THE DEPUTY MINISTER IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) to (c). No specific Plan as such has yet been drawn up. There have however been some discussions on the subject by the Committee of Ministers set up by the Government of India for the Economic Development of North Eastern Region. The matter has yet to be considered by the Committee further.

Passenger Halts in Dhenkanal District

2857. **SHRI K. P. SINGH DEO:** Will the Minister of RAILWAYS be pleased to state:

(a) the criteria for having passenger halts;

(b) the number of passenger halts in Dhenkanal District, Orissa between

Rajnathgarh and Talcher in South Eastern Railway; and

(c) the number of proposals pending with Government for providing passenger halts and the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) A passenger halt is normally opened when the distance between two adjoining stations is substantial there is sufficient passenger traffic and the opening of a passenger halt is financially justified. A halt station is also opened on passenger amenity grounds, even if there is a marginal recurring loss, provided the area is economically backward and there are no other suitable modes of transport. Further, opening of the passenger halt has to be feasible operationally and also from engineering point of view.

(b) Five.

(c) The information is being collected and will be placed on the table of the House.

Provision of culverts in Orissa

2858. **SHRI K. P. SINGH DEO:** Will the Minister of RAILWAYS be pleased to state:

(a) the criteria for providing culverts in Railways allowing rain water for irrigation purposes;

(b) whether any proposals for culverts are outstanding in Orissa;

(c) the number and details of such proposals outstanding with Rajpeetgarh-Talcher Section of South Eastern Railway; and

(d) the proposed dates of commencement and completion of these works?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Proposals for construction of culverts across Railway line for irrigation purpose are required to be sponsored by the State Irrigation Department/Local Authority together with an undertaking to bear

the cost (both initial as well as recurring) involved.

(b) to (d). There are no proposals from the State Government for construction of culverts on Rajpeetgarh-Talcher Section. However, in the State of Orissa, there is a proposal for a culver at km. 371/651 between Manjuri Road and Baltarani Road stations of Bhadrak-Khurda Road Section. The estimate for this work is under finalisation. The work will be taken in hand after the estimate is accepted by the State Government and the funds for the work are deposited by them.

Work is also in progress for a canal crossing between Khaliapali and Lolsingha on Sambalpur-Titlagarh section and the work is likely to be completed by December, 1980.

बनारस-छपरा रेल लाइन को बड़ी लाइन में बदलना

2859. प्रो० मन्मथेव सिंह : क्या रेल मंत्री यह बनाने की कृपा करेंगे कि :

(क) बनारस से छपरा तक की रेल लाइन को बड़ी लाइन में बदलने का कोई प्रस्ताव भरार के विचाराधीन है ;

(ख) यदि हां, तो इस पर कार्य कब प्रारम्भ किया जायेगा और कार्य कब तक पूर्ण हो जायेगा, और

(ग) यदि ऐसा कोई प्रस्ताव सरकार के विचाराधीन नहीं है तो क्या सरकार का बनारस छपरा रेल लाइन को यद्यशीघ्र बड़ी लाइन में बदले जाने के सम्बन्ध में एक योजना बनाने का विचार है ?

रेल मंत्रालय में उप-मंत्री (श्री मलिकार्जुन) :
(क) से (ग) : 206 कि० मी० लम्बी वाराणसी-छपरा पीटर लाइन को बड़ी लाइन में बदलने के सम्बन्ध में परिचालनिक आवश्यकताओं का पता लगाने के लिए सर्वेक्षण का काम जारी है। आशा है कि रिपोर्ट शीघ्र ही तैयार हो जायेगी और उसके बाद निर्णय लिया जायेगा।

“ओलम्पिक-विरोधी गतिविधियों में सी० आई० ए० सक्रिय” - शीर्षक के अन्तर्गत समाचार

2860. श्री भगवान देव : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान दिनांक 19 जून, 1980 के “हिन्दुस्तान” में “ओलम्पिक-विरोधी गतिविधियों में सी० आई० ए० सक्रिय” शीर्षक के अन्तर्गत प्रकाशित समाचार की ओर दिलाया गया है ;

(ख) यदि हां, तो उस पर सरकार की क्या प्रतिक्रिया है; और

(ग) स्थिति से निपटने के लिए सरकार क्या कार्यवाही कर रही है ?

विदेश मंत्री (श्री पी० वी० नरसिंह राव) :
सरकार ने 19 जून, 1980 के “हिन्दुस्तान” में प्रकाशित यह खबर देखी है।

(ड) और (ग) : चूंकि खेलों का आयोजन अन्तराष्ट्रीय ओलम्पिक समिति द्वारा किया जाना है, जो कि सरकारों से स्वतन्त्र निकाय हैं, इसलिए सिद्धान्त यह उक्त समिति का ही कर्तव्य है कि यह इस प्रकार की गतिविधियों पर ध्यान रखे। सरकार यह उम्मीद करती है कि खेलों को राजनीति से अलग रखा जायेगा।

Foreign Secretary's visit to China

2861. SHRI M. V. CHANDRA-SHEKHARA MORTHY :

SHRI P. M. SAYEED :

SHRI CHIRANJII LAL SHARMA :

SHRI SHANTARAM POTDUKHE :

Will the Minister of EXTERNAL AFFAIRS be pleased to state.

(a) whether Chinese Foreign Minister has been invited to visit India;

(b) if so, whether he has agreed to visit India;

(c) whether Secretary of our Ministry went to Peking to have discussions with the Chinese leaders for the subjects that will come up for discussions;

(d) if so, the outcome thereof; and

(e) whether any concrete subjects which will be discussed with the Foreign Minister of China during his visit to India have been finalised?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO) : (a) and (b). Yes, Sir. The Chinese Foreign Minister is to visit India at our invitation to reciprocate the visit to China made by our then Minister of External Affairs in February, 1979.

(c) The Secretary in the Ministry of External Affairs visited Peking to discuss matters of mutual interest with the Chinese authorities.

(d) The visit helped in both sides obtaining a better understanding of each other's views on international and bilateral issues.

(e) The agenda for the talks during the visit of the Foreign Minister of China has not yet been finalised but it is expected that all matters of mutual interest will be discussed with him.

Wagons for movement of foodgrains

2862. SHRI M. V. CHANDRA-SHEKHARA MURTHY:

SHRI P. M. SAYEED:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways have accorded a top priority to the Food Corporation of India and other official agencies in the allocation of wagons for movement of foodgrains;

(b) if so, whether it has been alleged that wagons for transportation of foodgrains were being freely made available to private traders whereas the food stock produced by the Food Corporation of India is kept in the open;

(c) whether enquiries have revealed that this has resulted in an imbalance in allocation of wagons and it had on the one hand encouraged the private trade to make larger purchase and on the other hand adversely affected purchase by the State agencies; and

(d) whether any formula has been evolved for the allotment of wagons to private and Government agencies?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). No.

(d) Wagons are allocated on the basis of priority and seniority of indents subject to observation of operational restrictions in force from time to time. The demand from Food Corporation of India is placed in Priority 'B', whereas the demand from the trade is placed in Priority 'D'.

New Look to projects Old and New

2863. SHRI M. V. CHANDRA-SHEKHARA MURTHY:

SHRI GHULAM RASOOL KOCHACK:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways are considering to give a new look to the projects old and new which were likely to cost Rs. 900 crores;

(b) if so, whether these projects include 30 new rail lines and 45 gauge conversion schemes; and

(c) if so, whether any final decision has been arrived at in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). There are 26 new line projects and 15 gauge conversion schemes in progress in 1980-81 (approved before 31-3-1980), with an aggregate length of 5640 kms. These are dispersed all over India. Conversion of Suratgarh-Bhatinda MG section into BG, Hasan-Mangalore new MG rail link, new BG link from Shahdara to Shamli, Trivandrum-Nagercoil-Kanyakumari new BG line, Rohtak-Bhiwani new BG line have already been completed and opened to traffic. Residual works on these lines are in progress. As the first phase of Viramgam-Okha-Portbandar gauge conversion scheme the portion from Viramgam to Hapa has also been opened to BG traffic during this month. The remaining projects will be progressively completed one by one from 1980-81 onwards.

All these projects are estimated to cost Rs. 900 crores and an expenditure

of Rs. 317 crores has been incurred upto 31st March, 1980. A sum of Rs. 87.43 crores has been proposed during 1980-81.

Four new line projects costing about Rs. 50 crores with a total length of 285 kms. have been included in the budget for 1980-81 with an outlay of Rs. 2.40 crores. These will also be completed in about 5 to 6 years' time.

Temporary/casual workers of Hindustan Latex Factory

2864. SHR B. K. NAIR: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that Hindustan Latex Factory is engaging a large number of temporary/casual workers;

(b) if so, their number and the periods over which they were employed during the last three years;

(c) the wages paid to these workers and those paid to the lowest category of permanent workers;

(d) the bonus paid to the temporary/casual workers and the criteria on which the payments are made;

(e) whether Government propose to absorb these workers in the regular roles and to unify their conditions of service; and

(f) if so, the details thereof?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):

(a) Casual workers are engaged from time to time, in Hindustan Latex Factory for non-scheduled items of work which are intermittent in character.

(b) About 200 such casual workers were employed for different periods during the last three years.

(c) Unskilled Casual worker gets Rs. 6/- per day as wages plus subsidised meals. The lowest category of permanent workers starts on a basic pay of Rs. 195/- per month plus usual allowances.

(d) As per rules, Intermittently employed casual workers are not paid bonus.

(e) and (f). There is no proposal to absorb casual workers in the regular rolls of Hindustan Latex Limited.

Fall in production of Condoms

2865. SHRI B. K. NAIR: Will the Minister of HEALTH be pleased to state:

(a) whether there has been a fall in the production of condoms and high altitude meteorological balloons in the Hindustan Latex factory during the recent past;

(b) if so, the reasons therefor;

(c) whether private manufacturers of these products have increased production of these articles;

(d) whether Government have made purchase of high Altitude Meteorological balloons from private parties during this period;

(e) if so, the details thereof; and

(f) what steps Government are taking to make Balloon production in Hindustan Latex adequate to meet national requirements?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):

(a) and (b). There has been no significant fall in the production of condoms at M/s. Hindustan Latex Ltd., (HLL) a public sector undertaking,

during the last few years is evident from the following production figures:—

(Production in million pieces)

1978-79	182.55
1979-80	181.04

Production of high altitude meteorological balloons at HLL factory has, however, been suspended since December, 1978, due to differences with the only consumer, viz., Indian Meteorological Deptt., over quality of the balloons.

(c) No. There is no evidence to this effect relating to this period.

(d) and (e). Yes, Sir.

The India Meteorological Department has made the following purchases of high altitude meteorological balloons from M/s. Pawan Rubber Products, Pune (a firm in the private sector) and from abroad as follows:

	Indigenously (Balloons)	Imported (Balloons)
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1978-79	16,624	12,500
1979-80	16,000	12,500

(f) At present there is no proposal to step up production capacity of balloons in Hindustan Latex Factory, Trivandrum. Efforts are under way to settle differences regarding sale of balloons to Indian Meteorological Department so that production in this existing plan could recommence.

Wages in Cashew Industry

2866. SHRI B. K. NAIR:

SHRIMATI SUSEELA GOPALAN:

Will the Minister of LABOUR be pleased to state:

(a) the comparative rates of wages

in the Cashew Industry in Kerala, Karnataka and Tamil Nadu;

(b) whether Government are aware that there exists wide disparity in the rates which has contributed to the migration of this Industry from Kerala to the neighbouring States causing unemployment for periods of over ten months among one lakh and twenty thousand workers in that State;

(c) whether Government have any proposal or have taken any steps to reduce the disparity; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) Statement showing the minimum rates of wages for important categories of workers in cashew industry in Karnataka and Kerala is enclosed. The Government of Tamil Nadu have not yet fixed minimum wages for employment in cashew industry under the Minimum Wages Act.

(b) to (d). The problem of disparity in the rates of minimum wages in cashew industry has been brought to the attention of the Central Government. This problem was last discussed in the Southern Regional Labour Minister Conference held at Trivandrum on 27th January, 1978 when it was agreed that the question should be looked into by a Committee. Accordingly, a Committee was set up. The Committee in its report has made certain recommendations with a view to reducing disparities in the minimum rates of wages in cashew industry, in Kerala and the neighbouring States. The Central Government is pursuing the matter with the concerned State Governments for early implementation of the recommendations of the Cashew Committee.

Statement

S. No.	Category of workers	Kerala Basic wage (effective from 1-9-75)	D.A.	Karnataka Basic Wages of D.A.) effective (Exclusive from 12-10-75)
1	2	3	4	5
1	Shellers	38 ps. per 500 grams of shelled kernels delivered at the weighing machine.	2 ps. per day for every 5 full points in excess of 800 points.	<i>Shelling by Hand</i> 25 ps per 500 grams- of shelled whole kernels <i>Shelling by Machine</i> 25 ps. per 500 grams of shelled whole kernels delivered at the weighing machine.
2	Peelers	47 ps. per 500 grams of peeled whole kernels delivered at the weighing machine	In addition to D.A. as above adjustment of D.A. every half year on 1st Jan. and 1st July.	25 ps. per 500 grams peeled whole kernels delivered at the weighing machine. 13 ps. per 500 grams peeled pieces delivered at the weighing machine.
3	Graders (per day) Time rated.	Rs. 4.75	Do.	Rs. 3.75

Note :— Minimum wage rates have not yet been fixed under the Minimum Wages Act in Tamil Nadu.

*Basic Wage for Karnataka workers will be a minimum of Rs. 2.50. Where D.A. is being paid it shall be continued at existing rate. Karnataka Government have appointed a Committee on 26-2-79 for revision of wages.

Crime in Kerala Bound Trains

2867. SHRI B. K. NAIR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the several incidents of obstruction of traffic, harassment of passengers, molestation of women, assault and robbery that had been taking place on the Trivandrum Mail and other Kerala Bound Trains at Ernakulam on the S. Rly.; and

(b) if so, what steps have been taken to prevent such occurrences in future and to compensate the victims?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No. However, in 1979 two cases of detention to trains due to passengers entering into reserved and upper class compartments were reported. So far no such case has been reported in 1980. One case of robbery was reported during November, 1978 between Olavakot and Walayar Stations. No such case of robbery was reported either in 1979. Even in 1980, no such cases have been reported so far.

(b) To prevent such incidents extra bogies are now being attached to im-

portant trains. Escorting of selected trains by Government Railway Police and RPF has also been undertaken to prevent unauthorised entry of commuters in reserved bogies. No compensation is paid by the Railways in such cases.

Allotment of Coal wagons to Industries

2868. **SHRI GHULAM RASOOL KOCHACK:**

SHRI P. M. SAYEED:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Union Government will be in a position of increasing allotment of coal wagons to industries from July, 1980;

(b) if so, what are the main reasons for not improving the position up to July; and

(c) whether Government are aware that during rainy season the position normally becomes worse?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). The daily average rate of loading of coal for the industries particularly during the last few months was low especially from Bengal-Bihar fields due to frequent interruptions in power supply in the coal loading areas, extreme summer conditions and increased rate of supply of coal to thermal power stations. It is hoped that with the on-set of monsoon, requirement of coal for thermal power stations should come down and power supply position should improve which would enable more coal being moved to the industries, despite the hazards of rainy season which normally affect coal loading in certain areas during the rainy season.

Road Communication in Tribal and backward areas

2869. **SHRI GIRIDHAR GOMANGO:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the road

communication facilities in tribal and backward areas are less as compared to the other areas of the country;

(b) if so, the road communication provided in the tribal areas so far State-wise; and

(c) the funds earmarked by his Ministry for tribal sub-plan areas in Fifth Five Year Plan and Annual Plans?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) to (c). Central Sector Roads Programme handled by the Ministry of Shipping and Transport includes National Highways and Centrally Sponsored Schemes such as State Roads of Economic and Inter-State Importance, strategic Roads, and Sensitive Border areas roads etc. All roads not covered in the above said schemes fall within the purview of State activities. Under the Central Sector Roads Programme, a number of roads tribal and backward areas and on all such roads Rs. 38.00 crores was spent from 1-4-1969 to 31-3-1980.

Additionally, since the 5th Plan, new approach to the development of Tribal Areas has been evolved and accordingly all areas having more than 50 per cent Tribal concentration have been included under Tribal Sub-Plan of the concerned States. These Tribal Sub-Plans have been prepared in the States of Andhra Pradesh, Assam, Bihar, Gujarat, Karnataka, Kerala, Himachal Pradesh, Madhya Pradesh, Maharashtra, Manipur, Orissa, Rajasthan, Tamil Nadu, Tripura, Uttar Pradesh, West Bengal and Union Territories of Andaman and Nicobar Islands and Goa, Daman and Diu. The Tribal Sub-Plan covers all aspects of development including development of road communication. For the year 1979-80, an amount of Rs. 43.87 crores was allocated for Transport and Communication Programme in the Tribal Sub-Plan areas from out of State Plan and Special Central Assistance.

Samples received for testing in Central Drugs Laboratory, Calcutta

2870. SHRI PIUS TIRKEY: Will the Minister of HEALTH be pleased to state:

(a) the number of samples received for testing by the Central Drugs Laboratory, Calcutta during 1979;

(b) how many samples were declared sub-standard; and

(c) the action taken against the manufacturers of sub-standard drugs?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):

(a) 5468.

(b) 740.

(c) Appropriate action against the manufacturers/dealers on samples reported to be sub-standard, has to be taken by the State Governments/Union Territories concerned in accordance with the provisions of the Drugs and Cosmetics Act and the Rules thereunder.

Penal Action against Trade Union Workers

2871. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) details of specific cases of penal action against the workmen in general and trade union workers in particular in Dhanbad Division of Eastern Railway by the way of transfer, suspension, removal from service etc. during the Janata Rule;

(b) whether Government propose to review all these cases sympathetically;

(c) if so, when; and

(d) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (d). Transfer of railway employees are made in the

administrative interest and in the exigency of service.

For suspension and removal from service, the Railways have to follow the procedure prescribed in the D&A Rules for specific acts of omission and commission.

An employee who is punished under the D&A Rules, has got a right to appeal against the punishment to the authority next above the one imposing the penalty. Also the rules provide for a review of action by different authorities either on their motion or otherwise on merits.

Under the circumstances, no separate review is contemplated and the provisions contained in the D&A Rules take care of all cases meriting review.

वर्ष 1980-81 में खरीदी जाने वाले दिल्ली परिवहन निगम की बसों की संख्या।

2872. श्री कृष्ण चन्द्र पांडे : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि

(क) दिल्ली परिवहन निगम का वर्ष 1980-81 में कितनी बसें खरीदने का विचार है; और

(ख) ये बसें कब तक खरीदी जायेगी और उन पर दिल्ली परिवहन निगम द्वारा कितना व्यय किया जायेगा ?

नौबहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बूटा सिंह) : (क) 630 बसें।

(ख) घोषा है कि दिल्ली परिवहन निगम 31 मार्च, 1981 के अन्त तक 13 57 करोड़ रुपये की लागत से ये बसें खरीद लेगा।

दिल्ली परिवहन निगम में प्रतिरिक्त पुजों की चोरी

2873. श्री कृष्ण चन्द्र पांडे : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार का ध्यान दिल्ली परिवहन निगम में पुजों की चोरियों की ओर दिलाया गया है और चालू वर्ष में कितने मूल्य के पुजों की चोरी हुई, और

(ख) क्या पुजों की चोरी करने वालों को गिरफ्तार कर लिया गया है और यदि हां, तो उनके विरुद्ध

क्या कार्रवाई की गयी और यदि कोई कार्रवाई नहीं की गयी है तो उसके क्या कारण हैं ?

नौबहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बूटा सिंह) : (क) और (ख). दिल्ली परिवहन निगम ने बताया है कि चालू वर्ष में पुर्जे चुराने के घाठ मामले जानकारी में आये हैं। चुराये गए तथाकथित पुर्जों की कीमत 6000.00 रुपये आकी गई है। कोई व्यक्ति रंगे हाथों नहीं पकड़ा गया और इसीलिए, किसी को गिरफ्तार नहीं किया जा सका। परन्तु, दिल्ली परिवहन निगम ने ऐसे तीन कर्मचारियों के खिलाफ अनुशासनिक कार्रवाई शुरू की है, जो चालू वर्ष के दौरान माल की देखभाल करने के बारे में अपनी ड्यूटी ठीक रूप से नहीं निभा रहे थे।

डिपुओं में खड़ी दिल्ली परिवहन निगम की बसों की संख्या

2874. श्री फ़ख़्खन ख़न्दा पांडे : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) इस समय दिल्ली परिवहन निगम की कितनी बसें इसके डिपुओं में खड़ी हैं तथा इसके क्या कारण हैं, और

(ख) उनमें से कितनी बसें मरम्मत के काबिल हैं और उनकी मरम्मत पर कितना खर्च आयेगा ?

नौबहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बूटा सिंह) : (क) 275 बसें। इनमें से 35 बसों को स्कैप करने और शेष बसों की मरम्मत करने की निष्कारण की गई है।

(ख) 240 बसें मरम्मत करने के लायक हैं जिन पर लगभग 45 लाख रुपये खर्च होगा।

National Health Policy

2875. SHRI M. RAMGOPAL REDDY: Will the Minister of HEALTH be pleased to state:

(a) whether Government have prepared a National Health Policy; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) and (b). A draft paper on the National Health Policy was circulated to all State Governments and other concerned institutions in March, 1979. A large number of

replies have been received from the State Governments, medical institutions and professional associations. The comments received are being examined for further action.

National Plan for Ship Building

2876. SHRI M. RAM GOPAL REDDY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government has been urged to formulate a national plan for ship building in the country; and

(b) if so, the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). Government have under consideration proposals for expansion of the existing shipyards and establishment of additional shipyards to meet the long-term requirements of shipping tonnage of the country to the extent possible, depending on availability of resources etc.

Introduction of Passenger Trains from Naihati to Budge Budge

2877. SHRI SUSHIL BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representation/memorandum from Members of Parliament, Members of Legislative Assembly as well as the West Bengal Government regarding introduction of passenger trains from Naihati to Budge Budge through Kankurgachi chord line under Eastern Railway; and

(b) if so, the steps taken by Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) A Techno-Economic Survey in this regard has already been taken up and the survey report is under finalisation.

Decline in Manufacture of Shipbuilding

2878. DR. VASANT KUMAR PANDIT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the manufacture of Shipbuilding have recorded a steep decline in recent years;

(b) what were the tonnage on order in Indian Shipyards during each of the last three years; and

(c) what special efforts Government are making to increase the Shipbuilding capacity and secure foreign orders?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) There has been fall in production in Hindustan Shipyard in the recent past but the production is now picking up. In Cochin Shipyard Ltd. the production has been showing an upward trend.

(b) The Cochin Shipyard were having orders for three 'Panamax' vessels of 75,000 DWT each i.e. a total of 2,25,000 DWT. The tonnage on order with the Hindustan Shipyard was of the following order as on:—

	Lakh DWT
1-4-78	1.07
1-4-79	1.36
1-4-80	0.93

(c) Proposals for expansion of both the Hindustan Shipyard and Cochin Shipyard and for establishment of additional Shipyards to augment the shipbuilding capacity of the country are under consideration of Government. Possibilities of securing foreign orders are also being explored.

BEAM Therapy and Mega Voltage Equipments in India

2879. DR. VASANT KUMAR PANDIT: Will the Minister of HEALTH be pleased to state:

(a) whether Government's attention have been drawn to Minutes on

the Conference of the Association of Medical Physicians of India held in March 1980;

(b) the total number of BEAM Therapy and Mega Voltage Equipment operating in the country for treatment of Cancer;

(c) whether it is a fact that, on population basis, the country requires 800 BEAM Therapy Units and 50 Mega Voltage Equipments to treat the patients; and

(d) if so, whether the BARC has approached WHO for solving this problem?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):

(a) to (d). The information is being collected and will be placed on the Table of the Sabha.

Declaration of Ganga as National Waterways

2880. SHRI RAMAVATAR SHASTRI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any proposal for declaring the River Ganga as National Waterway for supplementing the network of road and rail transport and for improving the general economy of the areas outflanking the bank of the river Ganga passing through the States of U.P., Bihar and Bengal;

(b) whether similar recommendations have been given by different Commissions constituted in the past; and

(c) if so, the reasons for which the proposal could not be okayed so far and by which time it is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Ganga-Bhagirathi-Hooghly river system is one of the waterways to be

considered for declaring as a National Waterway. To start with, the stretch of the waterway lying between Ballia and Farakka, for which a Detailed Feasibility Report has been prepared, is proposed to be considered for being declared as a National Waterway. Thereafter, the remaining stretch lying between Allahabad and Farakka will be considered.

(b) Yes, Sir.

(c) Before a waterway can be considered for being declared as a National Waterway it is necessary to conduct a hydrographic survey to ascertain the availability of water during dry weather period for navigation by mechanised crafts. In addition, a techno-economic feasibility study has to be undertaken to ensure that adequate cargo will be available and it will be economical to move the cargo by water.

Proposals are under consideration for carrying out the above studies for the Ganga upto Allahabad. After the results of these studies have become available the question of considering the stretch of the waterway lying between Allahabad and Farakka as a National Waterway will also be considered.

Cargo Service between Patna and Ghazipur

2881. SHRI RAMAVATAR SHASTRI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether regular cargo service was running between Patna and Ghazipur from the year 1971 with minor temporary suspensions;

(b) whether it is a fact that this service which was catering to the needs of small businessmen is discontinued every now and then for months together without any notice to the public since 1977;

(c) whether it is also a fact that the Vessels meant for running this service had been diverted for transporting stone boulders between Chunar and Ballia at the cost of the

public interest and the interest of the traders as well; and

(d) if so, whether Government will ensure that the cargo service between Patna and Ghazipur will hitherto be maintained on regular basis without any diversion and suspension in future?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) to (d). It is a fact that a cargo service of the IWT Directorate of the Ministry of Shipping and Transport is being operated since November, 1971 between Patna and Ghazipur. It is extended upto Chunar as and when adequate depth of water becomes available for operation of services by the IWT vessels. During the rainy season, there is poor cargo offering for transportation on the Patna-Ghazipur route. During this period, there is a need for movement of stone boulders from Chunar to Ballia for flood protection work consequently, the vessels are engaged for carrying boulders from Chunar to Ballia. Since movement of boulders for flood protection work is essential and since adequate cargo offerings are not available, it will not be possible for regular cargo service between Patna and Ghazipur to be maintained during the rainy season.

L.C.T. Service between Colgong and Karhagola

2882. SHRI RAMAVATAR SHASTRI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether a regular L.C.T. service was inaugurated between Colgong (Bhagalpur) and Karhagola (Katihar) during May, 1976;

(b) whether it is a fact that the said L.C.T. service had given earnings of Rs. 7 lakhs or so per annum during 1976-77, 1977-78, 1978-79 and 1979-80;

(c) whether it is a fact that the said service stands disrupted during the year 1980 owing to non-construction of approach road at proper time and timely non-maintenance of the running schedule of the Vessels; and

(d) if so, the steps which Government propose to take for ensuring regular running of the L.C.T. service with the scheduled frequency to avoid recurring loss and also to mitigate the hardship of the users and the public as well?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes, Sir.

(b) Year	Earning (Rs. in lakhs)
(i) 1976-77 (5.76 to 3.77)	6.10
(ii) 1977-78 (4.77 to 3.78)	5.39
(iii) 1978-79 (4.78 to 3.79)	4.80
(iv) 1979-80 (4.79 to 3.80)	5.50

(c) and (d). Under the arrangement agreed to with the Government of Bihar the responsibility for construction and maintenance of approach road for the service rests with the State Government, who has intimated that approach road at Karagola (Karhagola) had been washed away during the rainy season after which the same was to be reconstructed. It has been added that the construction at the original site was not possible due to siltation and change of river course. After consultation between the State Government and the IWT Directorate of the Ministry of Shipping and Transport, the approach road was made available in the month of April, 1980. The service is running with scheduled frequency.

Nationalisation of Road Transport

2883. SHRI CHIRANJI LAL SHARMA: Will the Minister of SHIPPING AND TRANSPORT be

pleased to state at what stage is the move to nationalise the Road Transport, both goods and passengers in the country?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): The nationalisation of passenger transport services is being effected in the State and Union Territories on a phased basis. There are four States namely Gujarat, Haryana, Maharashtra and Sikkim and the Union Territory of Chandigarh where nationalisation of passenger transport has reached 100 per cent. In Delhi most of the passenger transport is in the hands of Delhi Transport Corporation, which is a Central Government Organisation. The extent of nationalisation varies in the other States. The all-India average works out to about 52 per cent.

There is no proposal to encourage the nationalisation of goods transport. However, there is no ban or restriction, as such on the States taking up nationalisation of goods transport. Goods transport is almost entirely in the hands of private operators at present. Presently, goods transport services, in a very small way, are being run in public sector along with passenger service in a number of States namely Assam, Himachal Pradesh, J & K, Meghalaya, Nagaland, Orissa, Sikkim, Tripura, Uttar Pradesh and West Bengal. However these services cater to a small proportion of total goods traffic.

Widening of National Highway No. 1

2884. SHRI CHIRANJI LAL SHARMA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the progress made so far in widening of National Highway No. 1 between Delhi and Ambala; and

(b) by what time this work will be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND

TRANSPORT (SHRI BUTA SINGH):
 (a) and (b). It is proposed to widen the National Highway No. 1 from Delhi to Ambala to 4 lanes divided traffic facility in stages depending upon the availability of funds. The work on Delhi to Murthal stretch has already started and is targetted to be completed by March, 1983.

Congestion at New Delhi Station

2885. **SHRI JNARARDHANA POOJARY:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have formulated a plan to reduce congestion at New Delhi Station; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) To ease congestion at New Delhi, the following works have been undertaken:—

1. Fruit, minerals and cement sidings shifted from New Delhi Railway Station to New Azadpur, Tuglakabad and Shakurbasti respectively.

2. Along with 1 above, one additional island platform and additional washing and stabling lines have been provided.

3. A second entry to the New Delhi Railway Station from Thompson Road side is proposed to be provided.

4. Along with item 3 above, one more island platform, a parcel foot-over bridge and more stabling and washing lines, a station building with booking facilities, circulating area for passenger traffic, extension of two existing foot-wear bridges and other allied facilities will be provided on Thompson Road side of New Delhi Station.

5. 20 ft. width of land on either side of Chelmisford Road leading

from Connaught Place belonging to the Railways has been relinquished to the New Delhi Municipal Committee for widening the road.

6. The Circulating area in front of New Delhi Railway Station is proposed to be improved. Measures for easy circulation of passengers on platforms have been taken to reduce congestion.

7. In order to expedite reception and despatch of trains, the modern system of route relay interlocking has also been sanctioned, as part of the second and final phase of the plan for Second Entry to New Delhi, for the entire New Delhi yard complex.

8. A survey to develop Hazrat Nizamuddin as a satellite Passenger-cum-Parcel Complex (3rd coaching terminal for Delhi area) is in progress.

9. The work of land acquisition for item 8 above is also in progress.

Senior Cashiers

2886. **SHRIMATI PRAMILA DANDAVATE:** Will the Minister of RAILWAYS be pleased to state:

(a) the total number of senior cashiers on Indian Railways stagnating in the grade of Rs. 425-640 from 1976 onwards;

(b) whether they have been provided with adequate avenues of further promotions in the higher grade to avoid stagnation; and

(c) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) 88.

(b) Adequate avenues of promotion exist to the extent warranted by work load and other factors.

(c) Does not arise.

Divisional Cashiers

2887. SHRIMATI PRAMILA DANDAVATE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the duties and responsibilities of the Divisional cashiers/Assistant Divisional cashiers and Inspector of cashiers are alike on Central and Northern Railways;

(b) if not, what is the difference prevailing;

(c) whether on both the Railways the system of payment of honorarium to these categories are at par; and

(d) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (d). The duties and responsibilities of Divisional cashiers/Assistant Divisional cashiers and Inspectors of cashiers, in essential aspects of work, are the same all over the Indian Railways. However, General Managers in consultation with their FA&CAOs, are competent to make minor variations necessitated by local requirements and conditions. A comparison of these variations on the Railways in this regard has not been made so far.

As far as payment of honorarium is concerned, each Zonal Railway has a yard stick fixed by them keeping in view the local requirements and minor variations in job-content. Therefore, there are variations in the basis of fixation of honoraria.

However, a study is in hand to evolve near uniform standards for a application on the various Railways in these matters.

माल परिवहन में रियायत

2888. श्रीमती कृष्णा साहू : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :—

(क) क्या रेल विभाग द्वारा औद्योगिक घरानों को माल के यातायात में अधिक रियायतें देने के कारण इसे 250 करोड़ रुपये का वार्षिक घाटा हो रहा है; और

(ख) यदि हां, तो घाटे पर रोक लगाने के लिये क्या उपाय किये जा रहे हैं ?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) :

(क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

Unsatisfactory working of Vallabhbhai Patel Chest Institute, New Delhi

2889. SHRI K. A. RAJAN: Will the Minister of HEALTH be pleased to state:

(a) whether Government's attention has been drawn to the report appeared in Blitz dated 29th March, 1980 regarding the alleged mismanagement and malpractices in Vallabhbhai Patel Chest Institute, Delhi;

(b) if so, whether any enquiry has been conducted into the allegations made; and

(c) if so, the details and action being taken, if any to set right the affairs of the Institute?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Yes, Sir.

(b) The Vallabhbhai Patel Chest Institute is an autonomous body, maintained by the University of Delhi. The Governing Body of this institute has constituted a Committee to look into the functioning of the Clinical Research Centre. Another Committee has been formed by the Governing Body to enquire into the allegations made by certain members of the academic staff of the institute.

(c) Suitable remedial action shall be initiated on receipt of the reports of the above mentioned committees.

Tripartite conference to discuss Implementation of Wages of Agricultural Labour

2890. SHRI K. A. RAJAN: Will the Minister of LABOUR be pleased to refer to the reply given to Starred question No. 152 on 20th March, 1980 re. enhancing minimum wages for

agricultural and mine workers and state:

(a) whether the question of non-implementation of Minimum Wages Act for agricultural labour was discussed in the Tripartite Conference; and

(b) if so, the details thereof and decision taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b). The tripartite conference will be convened soon.

Discontinuance of Advance Increments to Accounts Clerks

2891. SHRI K. A. RAJAN;

SHRI BHOGENDRA JHA:

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 420 on 13-3-80 regarding discontinuance of advance increments to Accounts Clerks and state:

(a) whether any decision has since been taken thereon;

(b) if so, the details thereof; and

(c) if not, the reasons for delay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Not yet.

(b) Does not arise.

(c) The matter is under detailed examination in consultation with the Ministry of Finance.

Protective effect of B.C.G.

2892. SHRI R. K. MHALGI: Will the Minister of HEALTH be pleased to state:

(a) whether a study regarding the protective effect of B.C.G. was carried in Chingleput District in Tamil Nadu, jointly by the World Health Organisation and Indian Council of Medical Research from 1968 to 1971;

(b) whether it is a fact that this experiment has proved that the B.C.G. protective effect against Lung T.B. is zero, and

(c) whether Government propose to develop a better vaccine than B.C.G. urgently and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Yes, Sir.

(b) The data emanating from the B.C.G. trial would seem to indicate that B.C.G. did not protect against the bacillary forms of Tuberculosis.

(c) No, Sir.

दिल्ली में चलते फिरते चिकित्सालयों से लाभान्वित हुए क्षेत्र

2893. श्री निहाल सिंह : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) नई दिल्ली नगर पालिका तथा दिल्ली नगर निगम द्वारा कितने चलते-फिरते चिकित्सालय चलाये जा रहे हैं ;

(ख) उनसे प्रतिमास किन-किन क्षेत्रों को लाभ होता है ;

(ग) क्या यह सच है कि चलते फिरते चिकित्सालय केवल उन्हीं क्षेत्रों में सेवा करते हैं जहाँ सरकारी चिकित्सालय तथा स्वास्थ्य केन्द्र हैं ; और

(घ) क्या सरकार का विचार इन क्षेत्रों में उन्हें भेजने की बजाय उन स्थानों पर भेजने का है जहाँ कोई स्वास्थ्य केन्द्र नहीं है ?

शिक्षा तथा स्वास्थ्य तथा समाज कल्याण मंत्री (श्री बी० शंकरानन्द) : (क) इस समय नई दिल्ली नगर पालिका तीन तथा दिल्ली नगर निगम आठ चलती फिरती डिस्पेंसरिया चला रहा है ।

(ख) अपेक्षित सूचना संलग्न विवरण में दी गई है ।

(ग) जी नहीं ।

(घ) यह प्रश्न नहीं उठता ।

बिहार,

(1) नई दिल्ली नगर पालिका द्वारा चलाई जा रही चलती-फिरती डिस्पेंसरियां जिन इलाकों में सेवाएं प्रदान कर रही हैं उनकी सूची ।

1. पूर्वी किदवई नगर, पश्चिमी किदवई नगर के कर्बला जोधपुर मैस

2. खान माकिट, जयपुर हाउस

3. साउथ एवेन्यू, पालिका विहार

4. लाल बहादुर सदन क्वार्टर्स, तालकटोरा बाग क्वार्टर्स, मार्नसिंह रोड घोबी घाट

(2) दिल्ली नगर नियम द्वारा संचालित चलती-फिरती डिस्पेंसरियां जिन इलाकों में सेवाएं प्रदान कर रही हैं उनकी सूची ।

1. टिकरी कला

2. निलवार

3. हरनकुदाल

4. बकरवाला

5. दिबुआकलां

6. झडेकला

7. कैर

8. चांदपुर

9. माजरा दिबास

10. निजामपुर

11. गढ़ी रंधाले

12. सावदा

13. पंजाब खोड

14. जब खोड

15. हरेवली

16. मुगुमपुर

17. ओचन्दी

18. पहलादपुर

19. शाहबाद

20. खड़ा खुर्द

21. मण्डी

22. सुल्तान पुर

23. घाया नगर

24. घिटोरनी

25. मंगला पुर

26. लाडो सराय

27. कटवारिया सराय

28. जिया सराय

29. मुनीका

30. नानागल देवात

31. रजोकड़ी

32. देवकी

33. टिगरी

34. तुंगलकाबाद

35. लाल कुम्भा

36. लेखण्ड

37. ईस्ट ग्रेटर कैलाश

38. सन्वाल

39. निगम बोध स्वीपर कालोनी

40. गुप्ता कालोनी

41. मलिकपुर

42. मुबारकबाद

43. भालुसवा

44. नाथूपुर

45. राज घाट स्वीपर कालोनी

46. लदाख बोध विहार

47. चन्दगी राम एकमरसाइज हाउस

48. मोल्ड चन्द्रामल स्वीपर कालोनी

49. गोपालपुर

50. वजीराबाद

51. जगतपुर

52. घाट मस्जिद फायर स्टेशन

53. बुलवर्ड रोड स्वीपर कालोनी

54. रोशनारा रोड स्वीपर कालोनी

55. संगम पार्क स्वीपर कालोनी

56. शालीमार पार्क

57. झिलमिल कालोनी

58. रामनगर

59. जनता क्वार्टर्स

60. कुर्कुमा

61. धोंडा

62. पर्वाना रोड

63. कैलाश नगर

64. ब्रह्मपुरी

65. शाहदरा फायर स्टेशन

66. मौजपुर

67. जमुनापुरी

68. भजनपुरा

69. दयालपुर

70. बिहारीपुर

71. धोंडा "ए" ब्लॉक

72. गौतम बिहार

73. अति नगर

74. बिजय कालोनी
75. उस्मान नगर
76. शास्त्री पार्क
77. यमुना पुरी
78. बुर्जा पुर
79. नांगली पूना
80. मुखमिलपुर
81. कुशक
82. हिरंकी
83. होहनमादपुर
84. रामजानपुर
85. झलीपुर ब्लाक
86. बकोली
87. ताजपुर कलां
88. हमीदपुर
89. ज्ञानपुर
90. टिकरी खर्द
91. तिगीपुर
92. जिगोल
93. पन्ना
94. कालकापुर
95. महानाद विद्यालय
96. हरि नगर
97. रंजीत नगर
98. तिलक नगर स्वीपर कालोनी
99. विष्णु गार्डन
100. कनाद प्लेस फायर स्टेशन
101. गोला डेरी कालोनी
102. उत्तम नगर
103. डी० टी० सी० कालोनी प्रताप नगर
104. भारत नगर
105. सिगलेपुर गांव
106. शास्त्री नगर
107. स्वीपर कालोनी न्यू रोहतक रोड
108. मोती नगर फायर स्टेशन
109. टोडापुर
110. हरि नगर 9 ब्लाक
111. दसगाशा
112. तुलसी नगर
113. न्यू मुलतान नगर
114. बुर्नपुर
115. जगतपुरी
116. सिद्धोसा
117. सिन्धु

118. सिनोड
119. बोधा
120. मोरगढ़
121. शाहपुर गर्दी
122. स्टोर बैंक
123. विवेक बिहार
124. कस्तूरबा नगर
125. बर्बाला
126. मंगेलपुर
127. भगवानपुर खेड़ा
128. भविन्द नगर
129. गौतम नगर

1 अप्रैल, 1980 से आज तक हुई रेल दुर्घटनाओं
2894. श्री निहाल सिंह : क्या रेल मंत्री
यह बनाने की कृपा करेंगे कि :

(क) 1 अप्रैल, 1980 से आज तक कितनी रेल
दुर्घटनाएं हुई हैं और वे कहां कहां हुईं तथा उनमें
जान व माल की कितनी हानि हुई; और

(ख) जांच के फलस्वरूप अन्य दुर्घटनाओं
के क्या कारण मालूम हुए और ऐसे सरकारी तथा
गैर-सरकारी व्यक्तियों की संख्या कितनी है जिनके
विरुद्ध इस संबंध में कार्यवाही की गई तथा क्या-
क्या कार्यवाही की गई ?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) :
(क) भारतीय सरकारी रेलों पर 1-4-80 से
15-6-1980 तक टक्कर, पटरी से उतर जाने,
समपार दुर्घटना और गाड़ियों में आग लग जाने की
श्रेणियों की 212 गाड़ी दुर्घटनाएं हुई थी।
प्रत्येक क्षेत्रीय रेलवे पर दुर्घटनाओं की संख्या और
उनमें हुई जन हानि तथा रेल सम्पत्ति की क्षति
की लागत नीचे दी गई है :--

रेलवे	दुर्घटनाओं की संख्या	मारे गये व्यक्तियों की संख्या	रेल सम्पत्ति की क्षति की संख्या मानित लागत
मध्य	26	—	13,82,800
पूर्व	16	3	11,30,900
उत्तर	33	11	5,30,700
पूर्वोत्तर	20	1	88,400
पूर्वोत्तर सीमा	11	—	1,00,300
दक्षिण	25	15	15,71,500
दक्षिण मध्य	23	5	4,94,800
दक्षिण पूर्व	28	3	69,21,900
पश्चिम	30	3	9,45,200

(ख) अब तक 89 दुर्घटनाओं की जांच पूरी हो चुकी है। इन दुर्घटनाओं में से दो के कारणों का पता नहीं लगाया जा सका। शेष दुर्घटनाओं के कारण नीचे दिये गये हैं :—

रेल कर्मचारियों की गलती से	40
रेल कर्मचारियों के अलावा अन्य व्यक्तियों की गलती से	22
यांत्रिक उपकरणों की खराबी से	19
आकस्मिक	6

दोषी पाये गये व्यक्तियों के खिलाफ पहले ही उपयुक्त कार्रवाई शुरू की जा चुकी है और की जा रही है।

रेलवे द्वारा जारी किए गए पास

2895. श्री निहाल सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) रेलवे द्वारा गैर-सरकारी लोगों को कितने पास जारी किये गये हैं, उन लोगों के नाम क्या हैं तथा उन्हें पास देने के आधार क्या हैं; और

(ख) ये पास किस-किस श्रेणी के लिए जारी किए गए हैं और इन व्यक्तियों का संबंध किन राजनैतिक दलों एवं सामाजिक संगठनों से है ?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) :
(क) और (ख) : मानार्थ पास जारी करने के संबंध में सरकार ने निम्नलिखित मार्गनिर्देशक सिद्धांत निर्धारित किये हैं :—

1. वे स्थान और संगठन जिनकी गतिविधियां सामाजिक, सांस्कृतिक, वैज्ञानिक, साहित्यिक, खेलकूद और शिक्षा संबंधी हों और जिनका कार्यों अखिल भारतीय स्तर का हो।
2. वे संगठन जो अनुसूचित जाति, अनुसूचित जनजाति, पिछड़े और उपेक्षित वर्ग स्त्रियों अंधे और विकलांग व्यक्तियों आदि के कल्याण संबंधी कार्यों में लगे हैं।
3. प्रतिष्ठित व्यक्ति जो राष्ट्रीय महत्व के ऐसे काम में लगे हैं और जिसके लिए उन्हें बार-बार यात्रा करना अपेक्षित होता है।

इन मानदंडों के आधार पर मानार्थ कार्ड पास सामान्यतः उन व्यक्तियों संगठनों को गुणावगुण के आधार पर जारी किये जाते हैं जो इन मार्ग निर्देशक सिद्धांतों के अन्तर्गत आते हैं।

एक विस्तृत सूची संलग्न है जिसमें व्यक्तियों संगठनों को जारी किये गये मानार्थ कार्ड पासों का ब्यौरे दिये गये हैं। [प्रणालय में रखी थी।
लिए संख्या LT-997 80]

Death of Women due to Septic Abortion

2897. SHRI K. LAKKAPPA: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that in India one woman dies of septic abortion every ten minutes and estimated 75000 women die of septic abortion in a year;

(b) whether the President of International Women's Health Coalition has suggested some easier abortion technique and if so, the details thereof;

(c) whether Government will consider introducing the same in India; and

(d) what other steps Government propose to take to save the deaths of women due to septic abortion?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):

(a) No. While no reliable statistics are available, rough estimates place deaths due to abortions around 13000 including septic abortions.

(b) and (c). The President of International Women's Health Coalition is reported to have suggested the termination of early pregnancy by a technique which is popularly called "Menstrual Regulation" but is also known by various other terms such as "Menstrual Extraction", "Menstrual Induction", "Endometrial Aspiration" etc. For this technique, which could be performed only upto 6 weeks of pregnancy, a soft Plastic Cannula is inserted into the uterus and the contents of the uterus are extracted by means of a syringe. This technique is neither new nor unknown in this country and is practised by qualified gynaecologists throughout the country depending on the requirement of the case.

(d) The Government is already taking steps to prevent deaths due to septic abortion by improving the medical facilities in hospitals and Primary Health Centres, as well as providing training to doctors, and equipment to sub-divisional hospitals and Primary Health Centres so as to increase the availability and improve the quality of services in the interior areas to enable women seeking abortion care, according to the law, to avail of services of competent and qualified doctors.

Coal Pile up at Pit Heads

2898. SHRI SOMNATH CHATTERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that railway wagon shortage, of various dimensions, has become a regular feature in recent years;

(b) whether Government are also aware about the facts that apart from the piling up of coal at the pit heads resulting in serious power crisis, the steep price rise of essential commodities like foodgrains, kerosene, diesel, etc. following sudden scarcity, obviously man-made, tend to get explained in terms of wagons unavailability; and

(c) if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) There have been some complaints about shortage of wagons due to their higher turn round. This feature has been caused by various factors many of which have been beyond the control of railways.

(b) and (c). During the period January to May, stock of coal at Pit Heads has generally been at the same level or lesser than corresponding months of the previous year. Conscious of the likely impact of shortfall in rail transport, railways have been selectively catering to increased movement of coal to power houses, foodgrains and petroleum products.

Amount given to Orissa from Beedi Workers' Welfare Fund

2899. SHRI CHINTAMAN PANIGRAHI: Will the Minister of LABOUR be pleased to state:

(a) whether any amount was given to Orissa from the Central Beedi Workers' Welfare Fund for the Welfare of Beedi workers in 1977-78, 1978-79, 1979-80; and

(b) if so, the amounts allotted respectively and in which place in Orissa these funds were utilised?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) Yes Sir. Some welfare activities have been financed in Orissa State during these years from the Beedi Workers' Welfare Fund.

(b) The actual amounts spent during the years were as follows:

1977-78	Rs. 26,710
1978-79	Rs. 2,24,476
1979-80	Rs. 3,38,868

Medical dispensaries for beedi workers have been established at Bhubaneswar, Sambalpur, Balasore, Bramabarda, Angul, Gholpur, Baideshwar and Bajjnari. In addition, a sum of Rs. 76,800 was disbursed as educational scholarships to the dependents of beedi workers and Rs. 1,15,560 as loan/subsidy for improvement/construction of self owned houses.

Railway Employees Transferred without Accommodation Facilities

2900. SHRI DIGVIJAY SINH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that nearly 1000 railway employees of Surendranagar were on strike against transfer to Hapa without providing requisite accommodation facilities there;

(b) if so, whether grievances of the employees have been redressed; and

(c) whether Government proposed to provide necessary facilities before transfers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). There was no strike by railway employees at Surendranagar but a relay fast was resorted to by a section of employees from 15-5-80 to 9-6-80 as a protest against transfer of staff from Surendranagar to Hapa due to conversion of Viramgam-Hapa section from MG to BG. The railway employees also obtained a stay order from the Gujarat High Court against their transfer but the same was withdrawn on 10-6-80.

The Railway Administration is making all possible efforts to redress the grievances of the employees and provide them essential facilities before transfer, such as dormitory type of accommodation, retention of accommodation at Surendranagar and transfer to convenient stations subject to availability of vacancies etc.

Making of Atom Bomb by Pakistan

2901. **SHRI R. P. GAEKWAD:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware that Pakistan has decided to make atomic bombs and its first test may come off in the late 1980 or early 1981;

(b) whether Government are also aware that under the project code named "Project 706", a commercial enrichment facility at Kahuta, 40 kms. from Islamabad and a pilot enrichment plant at Sihala, 3 kms. from the capital, are being set up; and

(c) if so, Government's reaction thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). Government have seen reports to this effect.

(c) Government had expressed its concern to the Government of Pakistan at reports that Pakistan was working towards acquiring nuclear weapons capability. The President of Pakistan had given the assurance that Pakistan's nuclear programme is entirely geared towards peaceful purposes. Government hope that the Government of Pakistan will abide by this assurance.

Shipyard at Hajira

2902. **SHRI R. P. GAEKWAD:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have taken a policy decision to set up a Shipyard at Hajira near Surat in Gujarat; and

(b) if so, when the work is likely to start and what will be its total outlay for completion of the entire project?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) No, Sir.

(b) Does not arise.

Mecheda Station

2903. **SHRI SATYAGOPAL MISRA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the difficulties faced by passengers at the Mecheda Station (South Eastern Railway) for want of a good waiting hall (2nd class), drinking water, etc;

(b) whether Government are also aware that more booking counters are needed to help passengers during rush hours;

(c) if so, what steps Government have taken for the improvement of the Mecheda Station; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, the second class waiting hall and drinking water supply etc., are adequate.

(b) Yes.

(c) The exact additional booking facilities required are being examined.

(d) Does not arise.

Overbridge at Alwar

2904. SHRI RAM SINGH YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is correct that Railway Ministry has agreed to construct a Railway over-bridge within the Municipal limits of Alwar;

(b) whether administrative and financial sanction has been issued by Government for constructing the over-bridge; and

(c) if so, whether the work of constructing the Railway over-bridge is to be undertaken in the present financial year?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). No.

(c) Does not arise.

Special Trains run during February to May 1980 for movement of Foodgrains

2905. SHRI RASABEHARI BEHERA: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of special trains run by the Indian Railways during the period from February to May, 1980 for the movement of foodgrains in the country; and

(b) the total volume of foodgrains which was moved by the Indian Railways to different States during this period?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) During the period February to May, 1980, a total of 1859 specials on BG and 228 on MG were loaded with foodgrains on zonal Railways.

(b) Approximately 1,92,542 BG and 63,223 MG wagons were loaded with foodgrains during this period.

Facilities at Stations on Trivandrum-Ernakulam Line

2906. SHRI A. A. RAHIM: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that most of the important Railway Stations on Trivandrum-Ernakulam B.G. line are having inadequate platforms to take the trains in; and

(b) the steps taken to construct extensive platforms and also to give more facilities at the stations like more of Waiting Halls, Retiring Rooms at important stations?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MULLIKARJUN): (a) and (b). The main platforms of stations where important mail/express trains stop presently, on this section are of adequate length. The extension of other platforms is being taken up progressively as necessary. A number of works for the provision/augmentation of facilities such as platform shelter, sheds, toilets, remodelling/improvement of station buildings including booking/reservation counters, refreshment stalls, waiting halls, retiring room are already in various stages of progress at a number of stations. More such facilities would be provided in the future in consultation with the Railway Users Amenities Committee (with which public opinion is associated) taking into account the needs of various stations and availability of funds.

Wagons for Salt Transportation

2907. **SHRI DIGVIJAY SINH:** Will the Minister of RAILWAYS be pleased to state:

(a) how many tonnes of salt is lying at rail heads of Kharaghada, Patdi, Bajano, Halvad and Malia awaiting transportation; and

(b) whether adequate number of wagons will be provided therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Not known to this Ministry. However, the demand for wagons registered at these stations is as under as on 20th June, 1980 compared with the position on 20th June, 1979:—

(Figures in wagons)

Station	Demands outstanding as on	
	20-6-1980	20-6-1979
Maliya BG	708	269
Maliya MG	11	381
Kharaghoda;	1614	5184
Patri	1328	317
Halvad	850	1259
Bajano	No salt traffic is offered at this station	

(b) wagons will be allotted against intents registered at these stations on their due turn.

Speed Governors for Public Transport Vehicles

2908. **SHRI K. MALLANNA:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that recently Delhi Administration has taken a decision that the public transport vehicles plying on inter-city and inter-State routes should have speed governors; and

(b) if so, whether there has been any reduction in accidents since this decision is taken?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes, Sir.

(b) The Rule regarding compulsory fitment of speed governors has been notified by Delhi Administration only on 4th June, 1980. It is too early to assess the resultant effect by way of reduction in accidents caused by over-speeding of vehicles.

Public and Private Sector Wagon Producing Units

2909. **SHRIMATI KRISHNA SAHI:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the wagon requirements of the Railways are met by the industry set up both in Public Sector and the Private Sector;

(b) whether it is also a fact that there are 13 units with an annual installed capacity of 30,625 wagons in the Private Sector;

(c) whether it is a fact that for want of incentive from Railways, only 4 units are under operation in Public Sector; and

(d) if so, whether Government propose to give incentive to Public Sector to produce more wagons for Railways and gradually reduce the number of Private Sector units?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes; in addition, capacity in three Railway Workshops also utilised for manufacturing limited number of wagons.

(b) There are at present only four active wagon building units in the Private Sector with an annual installed capacity of 8,600 wagons in terms of four wheelers;

(c) No; at present there are five active wagon building units in the Public Sector. Recently wagon orders have been placed on an additional unit in the Public Sector, thereby raising the number of active units in the Public Sector to six; and

(d) The wagon orders are distributed equitably between the Public Sector and the Private Sector units, having regard to their performance, capacity and the outstanding load; there is no proposal to reduce the number of Private Sector Units.

Conversion of Gandhidham-Bhuj Railway Line

2910. SHRI MOTIBHAI R. CHAUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received a representation about the demand for conversion of metre gauge line from Gandhidham to Bhuj into a broad gauge line, and

(b) if so, Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). Updating the preliminary engineering-cum-traffic survey for the conversion of the existing MG line from Gandhidham to Bhuj into BG and extension of the BG line to Lakhpat via Mandvi has been included in the Budget for 1980-81 at a cost of Rs. 3 lakhs. Further action will be taken on receipt of the Report.

US arms supply to India

2911. SHRI JYOTIRMOY BOSU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the United States intends to sell arms, etc. worth 32 million dollars to India; and

(b) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO) (a) and (b). The U.S. Adminis-

tration has submitted to the U.S. Congress a draft letter of Offer and Acceptance (LOA) for sale to India of more than \$ 25 million worth of TOW anti-Tank Missiles Launchers and Ancillary Equipment. After submission of the draft LOA, the U.S. Congress has 30 calendar days to consider the offer. The offer can be finalised only if a resolution in both Houses objecting to the proposed sale is not introduced and adopted.

Import of Anti-Biotic Drugs from U.S.A.

2912. SHRI JYOTIRMOY BOSU: Will the Minister of HEALTH be pleased to state:

(a) the value of anti-biotic drugs imported from the United States of America during the last three years, year-wise;

(b) whether it has been alleged that bulk of these life saving drugs so imported, as adulterated; and

(c) if so, what are the facts there-of and the action taken thereto?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND): (a) The c.i.f. value of anti-biotic drugs imported from the United States of America during the last 3 years is as under:—

1977-78 Rs. 72.1 lakhs

1978-79 Rs. 10.3 lakhs

1979-80 Rs. 48.8 lakhs

(b) No.

(c) Does not arise.

Selling of Life Saving Drugs by American Manufacturers

2913. SHRI JYOTIRMOY BOSU: Will the Minister of HEALTH be pleased to state:

(a) whether Government are aware that in the name of selling

life saving drugs, some American manufacturers/organisations are sending harmful and dangerous medicines worth millions of dollars;

(b) whether Government have seen the report published by a well known social welfare organisation **HESSEL MAYAR GROUP AND ANOTHER REPORT PUBLISHED IN MOTHER JONES SAN FRANCISCO**;

(c) if so, what steps have been taken to save the life and health of our countrymen;

(d) whether Government are aware of the serious adverse effects of the following medicines;

- (i) Metronidazole, (ii) Liquid Tetracycline
- (iii) Thissitajone (iv) Ithambutole or Vioform
- (v) Hydroxi quinolizine (vi) Oxifenn Butajone Fosswell
- (vii) Nectochlore clorreden etc
(product of Welsikkle Co.)

(e) whether it is a fact that most of the medicines are prohibited for sale in U.S.A. and most European countries; and

(f) how many of these medicines have been imported by U.S. Agency for international development?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):
(a) Government have no such information.

(b) and (c). No. However, under the Drugs and Cosmetics Act and the Rules there under, no new drug can be imported into or manufactured in the country without the permission of the Drugs Controller (India). Permission for import of new drugs is granted only after it is ensured on the basis of data furnished that the drug is safe and efficacious for the conditions indicated. New drugs are not permitted to be imported unless they have been approved in the country of

origin and marketed in a number of countries.

(d) Government are aware that Metronidazole, Tetracycline Syrup, Thiacectazone, Etha-mbutol, Halogenated Hydroxyquinolines and Oxyphenbutazone produce side effects. The last item mentioned in the question namely Hectochlore clorreden does not appear to be correct. Information regarding this particular drug is not available.

(e) So far as Central Drug Standard Control Organisation is aware the use of Halogenated hydroxyquinolines has been prohibited in certain European countries.

(f) So far as Ministry of Health is aware, drugs are not being imported by U.S. Agency for international development.

.. Increase in Fares of Taxis and Buses

2914. **SHRI JYOTIRMOY BOSU:**
Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have taken final decision regarding quantum of increase of fares of taxis, mini-buses and buses;

(b) if so, the details thereof; and

(c) if not, the reasons for this undue delay and why Government did not act on this as soon as the price rise decision was taken by his Ministry?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) to (c). Under Section 43(1) (i) of the Motor Vehicles Act, 1939, the State Governments, are empowered to issue directions to the State Transport Authorities in regard to fixing of fares and freights, including maximum and minimum in respect thereof, for stage carriage, contract carriages and public carriages. No direction is required from the Government of India in the

matter. Thus it is the State Transport Authorities in all the States and Union Territories who consider the question of fixing the fares and freights. They take into account the representations as may be received from the parties concerned.

2. According to the information furnished by the State Governments and Union Territories, the question of increase in fares for auto-rickshaws, buses, taxis is already under consideration and they will follow the procedure as under Section 43 of the Motor Vehicles Act, 1939. The Government of Gujarat has intimated that an ad hoc increase in fares for auto-rickshaws has been allowed pending the final decision in the matter. The Government of Maharashtra have intimated that the Regional Transport Authorities in some of the regions have revised the fares of taxis and auto-rickshaws. The Government of Tamil Nadu has intimated that although no final decision has been taken, the fares have been revised in case of Auto-rickshaws and Taxis with effect from 16-6-80. The Delhi Administration has intimated that they have increased the fare in shape of increase in surcharge for taxis and auto-rickshaws. The Government of Jammu and Kashmir has intimated that they have increased the fare and freight in respect of buses, taxis and trucks. It may also be noted that the price rise decision was not taken by the Ministry of Shipping and Transport

Head Office at Patna of inland waterways

2915. SHRIMATI KRISHNA SAHI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that out of 5200 km of major rivers navigable by mechanised crafts, only 1700 are actually utilised;

(b) whether it is also a fact that for want of Head Office at Patna of Inland Waterways, the work is suffering tremendously; and

(c) if so, whether Government propose to take steps for the development of inland water transport and also to set up Head Office at Patna?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes, Sir.

(b) and (c). It is not a fact that for want of Head Office at Patna of the Inland Water Transport Directorate of the Ministry of Shipping and Transport the development of inland water transport is suffering. Steps have been/are being taken for development of inland water transport in the country for which purpose provision is made in the Five Year Plans of the Central Govt. for Central as well as Centrally Sponsored Schemes. Provision is also made in the Five Year Plans of the State Govts. for development of State Plan schemes for this mode of transport in their respective territories. It is not possible to have the Head Office of I.W.T. Directorate at Patna as this Directorate has to deal with development of I.W.T. for the whole country.

12.0 hrs.

SHRI JYOTIRMOY BOSU (Diamond Harbour): There is a privilege motion against Shri B. Shankaranand....

MR. SPEAKER: Tomorrow

SHRI JYOTIRMOY BOSU: My submission is if the Minister has not seen the paper, that is an internal 'bandobast'. The House is not concerned. Once you allow this, then it will go on every time and the House will be reduced to a mockery.

MR. SPEAKER: Tomorrow.

श्री राम बिलास पासवान (हाजीपुर): अध्यक्ष महोदय, पूरी दिल्ली में टेलीफोन खराब पड़े हुए हैं। दो हजार से अधिक टेलीफोन खराब हैं। आप के यहां लगाते हैं तब नहीं मिलता है, मिनिस्टर के यहां लगाते हैं तब नहीं मिलता है। खराब केबल लगा कर के पूरा 1 पैस ले लिया गया है—

MR. SPEAKER: You come under 377 tomorrow.

12.01 hrs.

PAPERS LAID ON THE TABLE

DETAILED DEMANDS FOR GRANTS OF
MINISTRY OF EXTERNAL AFFAIRS FOR
1980-81

THE MINISTER OF EXTERNAL
AFFAIRS (SHRI P. V. NARASIMHA
RAO): I beg to lay on the Table a
copy of the Detailed Demands for
Grants (Hindi and English versions)
of Ministry of External Affairs for
1980-81. [Placed in Library. See No.
LT-988/80].

A COPY OF CENTRAL ADVISORY COMMIT-
TEE FOR LIGHT HOUSES (PROCEDURAL)
AMENDMENT RULES 1979

THE MINISTER OF SHIPPING
AND TRANSPORT AND TOURISM
AND CIVIL AVIATION (SHRI A. P.
SHARMA): I beg to lay on the Table
a copy of the Central Advisory Com-
mittee for Lighthouses (Procedural)
Amendment Rules, 1979 (Hindi and
English versions) published in Noti-
fication No. G.S.R. 867 in Gazette of
India dated the 23rd June, 1979, under
sub-section (3) of section 21 of the
Lighthouse Act, 1927. [Placed in
Library. See No. LT-989/80].

DETAILED DEMANDS FOR GRANTS OF
MINISTRY OF COMMERCE FOR 1980-81

THE MINISTER OF COMMERCE
AND STEEL AND MINES (SHRI
PRANAB MUKHERJEE): I beg to
lay on the Table a copy of the Detail-
ed Demands for Grants (Hindi and
English versions) of Ministry of
Commerce for 1980-81. [Placed in
Library. See No. LT-990/80].

A COPY OF APPRENTICESHIP (AMEND-
MENT) RULES, 1979

THE MINISTER OF STATE IN
THE MINISTRY OF LABOUR
(SHRI T. ANJAH): I beg to lay on
the Table a copy of the Apprentice-
ship (Amendment) Rules, 1979

(Hindi and English versions) pub-
lished in Notification No. G.S.R. 1012
in Gazette of India dated the 28th
July, 1979, under sub-section (3) of
section 37 of the Apprentices Act,
1961. [Placed in Library. See No.
LT-991/80].

ANNUAL REPORT OF DREDGING CORPORA-
TION OF INDIA LTD. FOR 1978-79 AND
ITS AUDITED ACCOUNTS

THE MINISTER OF SHIPPING
AND TRANSPORT AND TOURISM
AND CIVIL AVIATION (SHRI A. P.
SHARMA): I beg to lay on the Table
a copy of the Annual Report (Hindi*
version) of the Dredging Corporation
of India Limited, for the year 1978-
79 along with the Audited Accounts
and the comments of the Comptroller
and Auditor General thereon, under
sub-section (1) of section 619A of
the Companies Act, 1956. [Place in
Library. See No. LT-992/80].

12.03 hrs.

2

CALLING ATTENTION TO MATTER
OF URGENT PUBLIC IMPORTANCE

REPORTED CLOSURE OF A NUMBER OF
INDUSTRIAL UNITS IN DHANBAD COAL
FIELDS AREA

श्री चन्द्रशेखर प्रसाद वर्मा (झारखण्ड) : मैं
प्रविलम्बनीय लोक महत्व के निम्न लिखित विषय
की झारखण्ड उद्योग मंत्री का ध्यान दिलाता हूँ और
प्रार्थना करता हूँ कि वह इस बारे में एक
वक्तव्य दें :—

“धनबाद कोयला खान क्षेत्र में बहुत सी
औद्योगिक इकाइयों के बन्द हो
जाने, जिस के कारण लगभग दस
हजार कर्मकार बेरोजगार हो गए
हैं, के समाचार।”

DR. VASANT KUMAR PANDIT
(Rajgarh): There is a privilege
motion. We are not given an oppor-
tunity to speak also. (Interruptions)

MR. SPEAKER: We have admitted
a question on that.

*English version of the Annual Report and Review thereon—both in
Hindi and English—were laid on the Table on 28th March, 1980.

number of Units in

Dhanbad Coal field area (CA)

श्री राजकिशोर कासबा (हिसार) : स्टेटमेंट की कापी हम को मिलनी चाहिए बी। मिस्री नहीं है। यह बहुत मन्मीर मामला है।

SHRI JYOTIRMOY BOSU (Diamond Harbour): Statement may be distributed.

श्री राजकिशोर कासबा (पटना) : रूज के मुताबिक आप कीजिए। हम कैसे पढ़ेंगे और स्वास करेंगे।

SHRI JYOTIRMOY BASU: YOU may postpone till 4 O'Clock. Unless the statement is given half an hour in advance, we cannot proceed in the matter. Why should the House be treated with such an utter contempt in this regard?

MR. SPEAKER: He will read it out. It is a small statement.

(Interruptions)

SHRI JYOTIRMOY BOSU: I seek your permission to make a submission.

MR. SPEAKER: I know the sentiments of the House. If the time of the House is wasted, will you get anything? I know it should have been distributed earlier.

SHRI JYOTIRMOY BOSU: You postpone it till 4 O'Clock.

MR. SPEAKER: What is it? It is a small statement. He will read it out.

SHRI JYOTIRMOY BOSU: How will he formulate the question unless he reads the statement before hand? The rule is quoted every time. You put a question under what rule? How will he formulate the question? He is not a magician.

MR. SPEAKER: All right, we shall take it up after item 11.

12.05 hrs.

APPROPRIATION (RAILWAYS) NO. 3 BILL, 1900

THE MINISTER OF RAILWAYS
(SHRI KAMALAPATI TRIPATHI):
I beg to move.*

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1980-81 for the purposes of Railways, be taken into consideration."

MR. SPEAKER: Motion moved:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1980-81 for the purposes of Railways, be taken into consideration."

SHRI JYOTIRMOY BOSU (Diamond Harbour): The Indian Railways which the largest economic unit engaged in the country's economic activities is now living on hand to mouth basis. Take, for example, there is no academic exercise. RDSO is a dumping ground for undesirable, unwanted officer of the railways. I spent one whole day in the RDSO and I could find out that the RDSO is a dumping ground. Hardly any research is conducted there and the working is to be compared with the British colonial pattern. The railway high-ups still consider that they are like District Collectors and behave in the same manner. They say that they lose Rs. 150 crores on passenger traffic alone. Why is it so? They have not done any exercise on reducing the tare payload ratio. The production of double decker coaches for which I have been pleading for more than a decade is so slow because it suits the road transport lobby. If the double decker coaches come, road transport will lose a big amount of business. So, it was slowed down.

[Shri Jyotirmoy Bosu]

Take aluminium coaches. What is the tare payload ratio today? With your shell-type coach weighing between 45 to 55 tonnes, your payload, if it is first class, hardly comes to 10 per cent of the dead weight. You are using the most valuable prime moving energy fuel for traction of one unit and your payload is one-tenth of that unit. That is the performance of the Indian Railways for the last 30 years.

Coming to freight items, we in the Public Accounts Committee report in 1974 clearly pointed out, if I remember correctly, 54 items of industrial raw materials which the railways are carrying far below the cost of carriage. Why? They wanted to subsidise the big industrialists. Mr. Tripathi, would you kindly enlighten the House as to what you have done on the basis of that PAC report that nothing should be carried by the railways in freight except a few essential items where the transport cost plus a profit is not there? Now they have set up a committee, I understand. 7 years have passed, but the Godfathers of the ruling party cannot be annoyed. Bamboo for paper mills has to be carried at a fraction of the cost. (Interruptions).

एक माननीय सदस्य मान में मैं तीन गरम तुम्हारे में ।

श्री ज्योतिर्मय बसु : तुम्हारे मानूँ बकारी का मदद किया था, तुम मत चिल्लाओ ।

Then comes the great thing—mis-declaration of cargo. When a high-freighted cargo is being carried, in the bill of lading, i.e. the railway receipt, they declare it as low-freighted cargo. If there is some vigilance squad, they will fill three-fourths of the wagon with the high-freighted cargo and on the top, they will put one-fourth of low-freighted cargo. And, even if there are honest officers who come for inspection, they are baffled.

Then the weight part comes. Freight is your main source of income, Tripathiji, and there is such a

robbery going on in the matter of declaration of the cargo itself and the declaration of weight. Your weigh-bridges are nothing but a fiasco. You can get any weight on the bill of lading provided you are willing to pay the price for it and the *bandhobust* is there for that.

After long 33 years, out of which they were in power for about 30 years, now they have suddenly woken up and come out with a national transport policy, when the whole country is in the grip of the road transport lobby, which is foreign-investment oriented and the most expensive form of transportation. They have laid an egg. B. D. Pande has laid an egg and the report has come. Let the report be laid on the Table of the House and we will show where the ghosts are working. Sir, you take a lot of interest in certain matters, I have noticed. Where prime moving energy is required the second lowest is for the railways. One H. P. down the rail will pull or push 500 kg. The lowest, of course, is inland water transport where it is 4000 kg by one H.P. By road, it is 150 kg. The question is that the cost of transport is a major item in the price structure of every commodity. Mr. Tripathi, if you cannot have control over the cost structure of transportation, all these political speeches that price rise will be checked, is nothing but a political gimmick and the country is not going for a ride for that.

We did some exercise in respect of the inland water transport and the Committee's report was published in October, 1970. By rail, cost per ton kilometre—Eastern Railway 4.4 paise, North Eastern Railway 5.74 paise and road transport 10 paise.

The cost to the economy at 12 per cent by different modes of transport is shown below:

Eastern railway 5.32 paise and road transport 10 paise.

So, you are forcing the consumer to pay twice as much for transportation of the essential commodities.

Now, I would like to ask Mr. Tripathi: why on earth the genius on the Railway Board, the Planning Commission and the Government did not think of a captive power plant at the pithead? Yes, there is a loss in electricity during transmission but for railways, there will not be any loss because their consumption will be along the transmission line. Why is it that in 32 years they have not set up a captive power plant at the pithead?

I had suggested to Tripathiji and I hope he will recollect, that you organise seminars so that transport economists and people who do reading and study, can come and say how the economics of the Indian Railways, the basic things, can be improved. I do not know why the Railway Board get cold feet on such things.

They switched over to diesel traction. All of them are in favour of diesel traction. But how many of them have made study in depth? If I remember aright, the initial investment was about Rs. 500 crores. And what was the gain in terms of ten kilometer movement per day? It was practically next to nothing. A diesel engine today costs Rs. 45 lakhs and the last steam loco did cost Chittaranjan Rs. 9 lakhs. If you feel that steam loco cannot do the pulling, you can have double aided traction. But no exercise is done. In America, they are doing vigorous exercise to find out steam turbine. Where is research here? RDSO is holiday home for dumb officers. They cannot do it.

About proliferation of Railways, the parliamentary committees have repeatedly said that for backward, hilly and tribal areas, the viability formula should be done away with. In today's context, I beg of you, Tripathiji, this viability formula is nothing but an artificial hoax. Political considerations and the men who have got the maximum pull can get a railway line.

I can give last ten years' history where railway line have been laid what returns they are giving.

About Rajdhani Express, the Government surrendered to the aircraft sales lobby because instead of 17 hours, they could have done it in 15 hours and they could connect the capital. Why is it that there is no Rajdhani between South and North? Why is it that there is no Rajdhani from Trivendrum and Madras to Delhi? Why is it that it is there only from Bombay and Calcutta? It was done decade ago and no more of this. The airfare hike is creating an unusual rush in Rajdhani. But I am surprised that the Railway Board persons go to Europe. They come back, they are and go for chair cars. Chair cars in Europe are all right because there is hardly any overnight journey. But in this country, Tripathiji,

आप किसी मंत्री को भेज कर पता लगायें कि लोगों को किस तरह कलकत्ता से बम्बई, दिल्ली से कलकत्ता और दिल्ली से बम्बई तक जाने के लिए अठारह घंटे तक बकेट सीट में बैठना पड़ता है ।

I am only saying that the ACC First Class in Rajdhani has got 18 berths. Four are reserved for Railway Board where no cash is required but only metal pass or gold pass is required. We did some calculation. Tripathiji must have seen my correspondence. For 14 paying passengers, they make, at the most, a gross earning of Rs. 7000. The number of sweepers, attendants, bed rolls, food and all that are taken into account. Instead of that, if they put two-tier sleeper coach in the Rajdhani, it would have carried 46 passengers and the revenue would have increased by Rs. 4000 per each run.

But they do not agree for the simple reason that Rajdhani First Class is holiday home. You should one day go incognito and see for yourself. But I do not grudge them because I am not one of those 'kill joy' people. I would like to say that ACC First Class coaches should be totally discontinued. In Rajdhani there should First Class ACC

[Shri Yyotirmoy Bosu]

(Interruptions). Two tier sleepers, three-tier sleepers are not the answer for the long distance travels in the country. Those who can afford to pay in this socio-economic structures, the affluent people, let them travel in air-conditioned two-tier or air conditioned three-tier coaches, but non of this Chair Car business is good enough for Indian conditions. I would like to tell the hon. Minister that Rajdhani air-conditioned failures in Chair Cars have become very frequent. You may ask your officers to give you the list of default, on how many occasions the railways are forced to give refund to the passengers because the air-condition has failed in Rajdhani Express.

I would like to sit down by asking one more question. The coach of the Rajdhani Express which was involved in accident, was taken away for repairs 7 or 8 months ago. When did you return it to the poor Rajdhani Express? And for a ticket in the Rajdhani Express, if you want it instantly, do not mention your name; pay only Rs 100 in cash below the counter, you will get a ticket, otherwise not. Thank you very much.

SHRI T. R. SHAMANNA (Bangalore South): Honourable Speaker, Sir, Karnataka State had the fortune of having Railway Ministers like Shri H. C. Dasappa, Shri K. Hanumanthaiah, and Shri C. M. Poonacha, and the present Minister of State is also from Karnataka. But I am sorry that there are many problems which have not yet been solved and I would request the experienced and respected Railway Minister to take into consideration some of the points that I am going to bring to his notice.

Sir, there are many railway gates which are generally called railway gates, but they are, in fact, 'death' gates. I request that the gates that I mention here now should have the facility of under-bridges. One railway gate in Bangalore city is not far away from the railway station. That railway gate is connecting Binney pet and Mysore road and is used by a large

number of labourers attending the Binny mills and also students going to schools and colleges. I request that this gate near the Binny pet in Bangalore city should have an under-bridge at the earliest.

Secondly, between Mandy sugar factory and the Bangalore-Mysore road there is a gate which is used by a large number of labourers, and people passing from one side of the town to the other side (extension) use this gate. There also I urge that they should have an under-bridge. On the Tumkur-Bangalore road connecting Bangalore and Poona, there are a number of gates where for several hours vehicles are held up, and many deaths have also taken place. So, I request the hon. Minister to get these replaced by under-bridges as early as possible to avoid inconvenience to vehicular traffic and also to prevent hazards while crossing the railway line.

Several hon. Members have brought it to the notice of the Railway Minister the inordinate delay in the departures and arrivals of trains. I particularly want to make a reference to the Karnataka Kerala Express and the Mahalakshmi Express connecting Poona and Bangalore and Delhi and Bangalore respectively. Invariably these trains come late. A few days back my daughter had to come from Bangalore to Delhi. It is unfortunate that the train which had to arrive at 1 p.m. came at 2 a.m. next morning. So, I had to wait in the Delhi platform for hours, and you can imagine the anxiety of the travellers. I therefore request that the K. K. Express may be run according to schedule. The Mahalakshmi Express is also coming very late every day. It has to come at about 10 p.m., but it arrives at 11 p.m. or 12 p.m. or 2 a.m. next day when it is very difficult to get auto rikshaws and taxis. Abnormal charges have to be paid. Therefore, I appeal to the hon. Railway Minister to see that the timings of these trains are kept up.

It is very difficult to get reservation tickets from Bangalore to Delhi or from Bangalore to Bombay. I request the

hon. Minister to see that the reservations are given more liberally by putting additional coaches.

A matter which has been pending for a long time is the conversion of the metre gauge line to broad gauge between Mysore and Bangalore and Bangalore and Guntakkal. The ex-Minister, Shri Dandavate, when he inaugurated the broad gauge line, was good enough to promise that the same would be completed before 1981 but at the present speed, even for 8 or 10 years we may not have it. So, early steps may be taken to see that these are completed without delay.

Between Bangalore and Mysore buses run every ten minutes, and there are also 8 or 10 trains, but there will be always lot of overcrowding I therefore request the hon. Minister to take early steps to see that the Bangalore-Mysore line is electrified, and at a later stage the electrification of the Bangalore-Madras line may also be taken up. This is very important. There will be saving in coal and diesel also. Within a short time there will be plenty of power when the Kali projects is completed. So, these projects should be taken up.

With regard to wagon allotment, there is always difficulty and we are not able to get food supply and cement. Therefore, steps should be taken to see that facilities are given for transport. As a matter of fact, there is difficulty now in getting wheat supply for Bangalore and Karnataka. They say that the wagons are not available. I request the hon. Minister that this matter should also be considered. Steps must be taken to see that wagons are allotted for food supply and also for the transportation of cement and other essential items. I have many other points to be brought to the notice of the hon. Minister. But at this stage. I do not want to prolong my speech. I have given a large number of cut motions, lists nos. 7 and 4, and I would request

the hon. Minister to get the points raised in my cut motions examined and see that the necessary steps are taken early and completed.

श्री कमलापति त्रिपाठी : मान्यवर, यहाँ पर रेलवे बजट पर जनरल डिक्शन तीन दिन तक होता रहा है। कल सारा दिन डिमांड्स पर बहस हुई और कल शाम साढ़े छः बजे खरम हुई। ज्योतिर्मय बमुर्जा का मैं बड़ा आदर करता हूँ वे बड़े भारी मन्त्रयी हैं, कोई मामूली आदमी तो हैं नहीं। जब इनको कोई काम होता है, तो वे बड़े प्रेम से बात करते हैं।

अध्यक्ष महोदय पंडित जी, दिग्गज हैं या महारथी है ?

श्री कमलापति त्रिपाठी : धीरे से कान में बात करने है। इस रेलवे बोर्ड की यहा इतनी फजीवत कर रहे हैं, उसके मन्त्रयी से बड़े प्यार में बात करते हैं कि हमारा यह कर दो, हमारा वह कर दो। मान्यवर, हाउस में बोलते हैं, लेकिन बजट के डिक्शन पर तीन दिन तक कहीं दिखाई नहीं पड़े। यदि उन्होंने बोला होता तो मैंने उनका जवाब दे दिया होता। कल सारा दिन आपकी कृपा से यहा विवाद हुआ और इस विवाद में सात बज गये। जब ये कल भी दिखाई नहीं पड़े, तो अब बेचारे क्या करें, अखबारों में तो नाम आना ही चाहिए, इसलिए ये एप्रो-प्रियेशन बिल पर बोले और बहुत देर तक टाइम ले लिया। मैं यह कहना चाहता हूँ कि जितनी भी बातें उन्होंने कही, उन सब का उत्तर देना इस वक़्त तो सम्भव नहीं है। आपने अगर इनके बारे में मुझ से बात कर ली होती या लिख कर दे दिया होता, तो मुझे उससे बहुत रोशनी मिलती। त्रिपाठी जी यह बतलाएँ, त्रिपाठी जी वह बतलाएँ, तो त्रिपाठी जी कहां से बतलाते। मैं यह कहना चाहता हूँ कि यह कोई बाइबा-बोसला इम्तिहान हो रहा है।

अध्यक्ष महोदय दरमसल यह गाड़ी निकलने के बाद स्टेशन पर पहुँचे—

श्री कमलापति त्रिपाठी : मैं बड़े आदर और सम्मान से कह रहा हूँ कि इनमें एक धीर भी गुण है, इनकी निष्ठा में मैं विश्वास करता हूँ, देशभक्त हैं और बहुत दुक़ता के साथ देश को आगे ले जाने की चेष्टा करते हैं। यह सब जानते हुए, मैं कहता हूँ कि इनमें एक धीर विशेषता है कि ये सुंघते हैं कि, बीसियों लाबियों इनको दिखाई पड़ती हैं, there is a lobby in National Transport Committee इनके अनुसार पांडे कमिटी के ऊपर लाबी बनी। वह जो कमिटी बनी थी, वह प्लानिंग कमिशन ने बनाई थी, रेलवे बोर्ड ने नहीं बनाई थी।

श्री ज्योतिर्मय बक्षू : मैंने उन के खिलाफ नहीं बोला है।

श्री कमलेश्वर जी सिन्हा : हमारे पास उन की रिपोर्ट नहीं आई है, शायद प्लानिंग कमीशन को दा होगी या प्राइम मिनिस्टर को दी होगी, जो कि प्लानिंग कमीशन की बेयरमैन हैं। हमारे पास वह कमेटी आई थी, हम ने उन से बानचीत की थी और पूछा था कि आप क्या रिकमेंड करने जा रहे हैं। उस से थोड़ी झिलमिल आभा मिली कि कमेटी क्या करने जा रही है। उस में इन को रोड की लाब और न जाने क्या-क्या लाबियां दिखाई देने लगीं, मालूम नहीं कहां-कहां संघटे रहते हैं। सारी दुनिया बेइमान है, मिबाय ज्योतिर्मय बसु के, इन के ऊपर कोई लाबी नहीं चलती है। इनकी तमाम बातों का जवाब अगर ये लिख कर भेज देगे तो मैं भज्रंगा या मैं आप के दफ्तर में हाजिर हो जाऊंगा और सब आप के सामने रख दूंगा...

श्री ज्योतिर्मय बसु : आप जब भी बुलायेंगे, दो बजे रात को आ बुलायेगे, तो मैं फौरन आ जाऊंगा।

श्री कमलेश्वर जी सिन्हा : और 10 एस 0 आ 0 में जितने आदमी काम कर रहे हैं, बहुत अच्छा काम कर रहे हैं। दूसरे देशों के लोग यहां आते हैं, उन से मिलते हैं, उन को नाराज करते हैं। उन से साइडिस्ट्स हैं, टैक्नालाजिस्ट्स हैं, कुछ रेलवे के आफिसर्स हैं, लेकिन उन में भी उन को लाबी दिखाई देती है। कह दिया—नास्ट-इनकम्पेटेन्ट और न जाने क्या-क्या कह दिया। मैं कहना चाहता हूँ—खाली निन्दा करने से कोई काम नहीं चलेगा।...

श्री ज्योतिर्मय बसु : मैंने ऐसा कहां कहा है, आप के पास गलत ट्रांस्लेशन आया है, आप पढ़ कर बोलिये।

श्री कमलेश्वर जी सिन्हा : आप यदि पहले आये होते, तो मैं आप का इन्तज़ाम करता, लेकिन आप आज आये हैं। कई सवाल शर्मा जी ने भी उठाये हैं, मैं थोड़ा उन को भी उत्तर देना चाहता हूँ।

It is the policy of the Railways to construct road overbridges in replacement of level crossings on a cost sharing basis with the State Government. The proposals for these purposes have to be sponsored by the State Government road authorities. So far as we are concerned, we shall be writing to the State authorities and try to improve the situation.

For these works, there is no proposal to empower the State Government authorities. I will have to look into it.

The punctuality performance of 125 and 126 K. K. Express and 303 and 304 Mahalaxmi Express have been of late indifferent. All efforts are being made to improve their perfor-

mance मैं मानता हूँ कि वे देर से चलती हैं। राज्य सभा में भी यह सवाल उठा था—महालक्ष्मी एक्सप्रेस के बारे में। वहां माननीय कुलकर्णी जी कह रहे थे कि वह कल्याण में खड़ी हो जाती है। महालक्ष्मी तो कल्याण में खड़ी ही होगी, और कहां खड़ी होगी? उन्होंने कल्याण में खड़ी ही होगी, और कहां खड़ी होगी? उन्होंने कहा—जल्दी जल्दी पहुंच जाया बम्बई में भी महालक्ष्मी है, जल्दी पहुंच आयी। ठीक है हम इम्प्रूव करने की कोशिश कर रहे हैं।

एक बात वैगनर की एलाटमेंट के बारे में कहना चाहता हूँ, क्योंकि यह सवाल यहां पर बार-बार उठा है—

The allotment of wagons is governed by its schedule of priorities which is notified in public through the preferential traffic schedule issued every six months. The various commodities are grouped under 5 priority heads, A, B, C, D and E. The most essential movements are placed under priority 'A'; those which are a little less essential are placed under priority 'B'. For example, defence requirements fall under priority 'A'; movement of foodgrains, fertilisers, etc. by the Department of Food comes under priority 'B'; raw materials and finished products of key industries like steel, cement, etc. fall under priority 'C' priority 'D' includes export traffic, foodgrains on private trade account, etc. and all commodities not falling under priority 'A' to 'D' are grouped under priority 'E'.

The wagons are allotted to higher priority traffic in preference. On one day in the week, a lower priority traffic receives preference in wagon supply; block rakes also receive preference over piecemeal demand.

इस तरह से होता है। मान्यवर, मैंने पहले भी कहा था कि आजकल प्रायोरिटी सेक्टर में काम करने की वजह से कहीं कहीं वैगनों की कमी मालूम होती है यद्यपि हम ने उत्तर में कहा है कि हमारे पास चार लाख वैगन हैं, और बहुत से कामों में हमारे वैगनों की मांग है, जिससे कहीं कहीं कमी दिखाई देती है। उसको हम इम्प्रूव करने की कोशिश कर रहे हैं। जैसा मैंने कहा कि जो प्रायोरिटी सेक्टर बने हुए हैं उसके हिसाब से हम काम करते हैं। और प्रायोरिटी सेक्टर में 'ए' या 'बी' में कहीं ज्यादा डिमाण्ड हुई तो उसमें थोड़ा प्रिकरेंस हमें देना पड़ता है। उसमें हमारे लिए कोई रास्ता नहीं है। वैसे हम चेष्टा कर रहे हैं कि वैगन की कमी न रहे। (अवधान)।

रेलवे के मामले में हमारे माननीय सदस्य भूल जाते हैं कि रेलवे न जोनबाइज सोचती है और न प्रवेसबाइज सोचती है। हमारे लिए घाल इंडिया एक युनिट है। सभी एक कनेक्शन हुआ था। लोग पूछ रहे थे कि जोनबाइज कितनी ट्रेन चली। मैं पूछता हूँ कि जो ट्रेन कच्चीगढ़ से रांची जाती है वह कितने जोस से जाती है? फिर हम कैसे कह दें कि कितने जोस से गई। एक ट्रेन दिल्ली से कलकत्ता जाती है उसके लिए भी हम कैसे कह दें कि वह किस एक जोस से पास हुई। इसी तरह से के० के० एक्सप्रेस है वह कन्याकुमारी से जम्मू जाती है। वह मद्रास टच करती है, बंगलोर टच करती है और दिल्ली भी जाती है और जम्मू तक जाती है। आप इसे कैसे जोनबाइज बता सकते हैं। ऐसी बड़ी बड़ी रेल चली हैं। अगर कोई बांब लाइन हों तो उसके बारे में कहा जा सकता है लेकिन जो ट्रेन कन्याकुमारी से जम्मू तक जाती है उसके बारे में कैसे कहें। कन्याकुमारी से जम्मू को जाड़ना था जोड़ दिया। रेलवे नेशनल प्लांट आफ व्यू से सोचती है।

मैं यह मानता हूँ नेशनल डम्बेलेसिज दूर होने चाहिए। बजट के उत्तर में मैंने कहा है कि उनके लिए एक कमेटी की रिपोर्ट आयी है। उस पर कार्यवाही हम कर रहे हैं। मैं यह मानता हूँ कि रीजनल डम्बेलेसिज बड़ी गलत चीज है और उसको मिटाने की कोशिश होनी चाहिए। उनके लिए एक नेशनल प्लांट आफ गू रखना ठीक जो हप रखने है।

अगर मान्यवर कोई और शिकायत हो जिसका जबाब देना छूट गया हा... (व्यवधान) आपने मेरे यहां झड़िये और चाय पीजिंग। मैं आपको बान सुनूंगा और सुन कर के जो मानने लायक होगी वह मान लेंगा। उनमें आपको सदेह नहीं होना चाहिए। लेकिन जो मानने लायक नहीं होगी उसके बारे में आप को समझाऊंगा।

इस तरह आप सभी का बहुत धन्यवाद।

MR. SPEAKER: Now, the question is:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1980-81 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. SPEAKER: The House will now take up clause by clause consideration of the Bill. The question is:

"That clauses 2 and 3 stand part of the Bill".

The motion was adopted

Clauses 2 and 3 were added to the Bill.

The Schedule, Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI KAMLAPATI TRIPATHI: I move:

"That the Bill be passed".

MR. SPEAKER: The question is:

"That the Bill be passed".

The motion was adopted.

12.45 hrs.

MATTERS UNDER RULE 377

- (i) SUPPLY OF IMPROVED VARIETY OF SEEDS OF MAIZE AND MILLET THROUGH FAIR PRICE SHOPS IN MADHYA PRADESH.

श्री बिलोप सिंह मुरिया (साबुआ) : मध्य प्रदेश के पश्चिमी क्षेत्र में वर्षा हो जाने से बुवाई का कार्य प्रारम्भ हो गया है किन्तु मक्का तथा ज्वार के उन्नत बीजों का वहां प्रभाव है तथा भारतीय बीज निगम के भावों पर बीज उपलब्ध नहीं है। खुले बाजार में बीज कम मात्रा में और बहुत ऊंची कीमत में बिक रहा है। ऐसी स्थिति में किसान परेशान हैं और उसका प्रभाव खरीफ की उपज पर भी पड़ने वाला है। साथ ही कीटाणु नाशक दवाएं तथा रासायनिक खाद भी उपलब्ध नहीं है। अतः शासन भारतीय खाद्य निगम व रासायनिक खाद्य निगम के माध्यम से राज्य शासन को बीज कीटाणुनाशक दवाएं उपलब्ध करवाने तथा राज्य शासन से उचित मूल्य पर वितरण कराने की व्यवस्था करे।

12.46 hrs.

[MR. DEPUTY SPEAKER in the Chair]

- (ii) PAYMENT OF WAGES TO LABOURERS UNDER DROUGHT RELIEF PROGRAMME IN DUNGARPUR AND BANSWARA AREAS OF RAJASTHAN

श्री भीष्मा भाई (बांसवाड़ा) : राजस्थान के डुंगरपुर एवं बांसवाड़ा की राष्ट्रपति जी द्वारा अनुसूचित जनजाति क्षेत्र घोषित किया गया है। अकाल निवारण एवं अन्य प्रशासनिक मामले केन्द्र एवं राज्य सरकार के अधीन आते हैं। वहां के जिलों के अकाल कार्यों में लगे हुए सैकड़ों मजदूरों

[श्री बीबी भाई]

को मजदूरी का भुगतान अभी तक नहीं हुआ है। मजदूरों को भुगतान करने के क्रम में अभी तक अपर्याप्त प्रयत्न किए गए हैं। मजदूर वेमेंट नहीं मिलने से परेशान हो गए हैं। इससे हमारे प्रधान मंत्री जी के बारह सूची प्रकाल कार्यक्रम को प्रवर्धन हो रही है। अतः राज्य सरकार को निदेश दिया जाए कि वह ज़रा हुआ मजदूरों का भुगतान अविलम्ब कराए।

(iii) **STEPS TO MEET THE LEGITIMATE DEMANDS OF HANDLOOM INDUSTRY.**

SHRI K. KUNHAMBU (Cannanore): Sir, the handloom weavers of Kerala have gone on a strike demanding protection to the handloom industry and higher wages and other benefits for the workers.

Many organisations connected with the handloom industry have made repeated representations to the Central Government demanding a reduction in the price of yarn. The Kerala Government itself has requested the Centre to do something about it. But, strangely enough, the Central Government went on increasing the price of yarn. In March last, the Prime Minister had given an assurance that the matter would be given sympathetic consideration. But the Government has not cared to implement that assurance. The price of yarn has gone upto between 45 and 47 per cent. In this situation, it is essential that the price be brought down to 1973 level, and it has to be maintained at this level for some more time so that the handloom industry is not ruined.

The handloom industry is a decentralised one in many areas. As a result of that, the workers are deprived of minimum wages and other benefits. The Central Government should take initiatives to re-organize this industry on factory lines and on force national minimum wages.

I, therefore, request the Government to take immediate steps so that the legitimate demands of the workers in the handloom industry are met.

(iv) **REPORTED NON-AVAILABILITY OF SUGAR AND OTHER RATIONED ITEMS AT FAIR PRICE SHOPS IN NORTH AVENUE AND OTHER PARTS OF DELHI.**

श्री रामानन्दर शास्त्री (पटना) : उपाध्यक्ष महोदय, राशन की दुकानों में चीनी नहीं। नई दिल्ली के प्रेसिडेंट एस्टेट स्थित मार्केट में राशन की दो दूकानें हैं। उनके अन्य नागरिकों के अतिरिक्त मार्ब एवेन्यू में रहने वाले संसद-सदस्यों को भी राशन, चीनी आदि वस्तुएं मिलती हैं। परन्तु वास्तविक है कि जून माह में उक्त दूकानों के काउंटररी उपभोक्ताओं को एक दाना भी चीनी नहीं मिली हुई। अधिकारिता उपभोक्ताओं को जूले कज्जर से सात रुपये किलो के भाव से चीनी खरीद कर काम चलाना पड़ रहा है। अतः उनकी कठिनाइयों का अनुमान आसानी के साथ लगाया जा सकता है।

उपभोक्ताओं को माह में दो बार चीनी मिलती है, पर जून माह में एक बार भी नहीं मिली। दूकानदार बराबर यही जवाब देते हैं कि स्टॉकिस्ट ने उन्हें चीनी की सप्लाई नहीं की है, पाहुक चाहे तो अन्यत्र जा सकते हैं। ग्राहकों को इस माह में यानी जुलाई में भी अब तक चीनी का दर्शन नहीं हुआ है। राशन की भी यही स्थिति है, कभी चावल मिलता है तो गहुँ नहीं और गेहूँ मिलता है तो चावल नहीं।

चीनी नहीं मिलते की शिकायत एक सांसद ने लोक-सभा के अध्यक्ष से चार बार की, सांसद ने आपूर्ति मंत्री से भी कहा। लोक सभा अध्यक्ष ने आपूर्ति मंत्री को इस बारे में पत्र भी लिखा, पर जवाब नदारद। 27 जून को कुछ सांसदों ने दिल्ली में चीनी के अभाव तथा मूल्य वृद्धि का महत्वपूर्ण सबाल ध्यानाकर्षण प्रस्ताव के माध्यम से उठाया, उक्त दुकानों की भी चर्चा की गई, जवाब में कृषि मंत्री ने चीनी की कठिनाई दूर करने का आश्वासन भी दिया, परन्तु दुःख है कि उनका आश्वासन कोरा आश्वासन बन कर रह गया।

दिल्ली प्रशासन के लिये यह विचार करने योग्य बान है कि इतना कुछ हो जाने के बाद भी संसद-सदस्यों समेत आम उपभोक्ताओं को राशन की दुकानों से चीनी नहीं मिल रही है। दूकानदार भागा फिर रहा है। इस सम्बन्ध में आपूर्ति मंत्री को सदन में वस्तुव्य देकर स्थिति को स्पष्ट करना चाहिये।

(v) **STEPS TO CLEAR THE PENDING CASES IN CALCUTTA INDUSTRIAL TRIBUNAL**

SHRI SUSHIL BHATTACHARYYA (Burdwan): A good number of cases are pending at Calcutta Industrial

Tribunal and Labour Court and Establishment of Tribunal since 1977 and many cases of dismissals and non-employment are to be decided quickly to give relief to the victimised workers. The Presiding Officer of the Calcutta Tribunal has retired on the 31st December, 1979 and since then the post is lying vacant. In 1979 the Coal Mines Employees' Union requested the Central Government to establish a Central Government Industrial Tribunal-cum-Labour Court at Asansol area and the Government gave due consideration in this regard. The Calcutta Tribunal-cum-Labour Court is overburdened with pending cases and no speedy decision is coming on the cases, as a result workers are very much suffering.

Under the circumstances, I urge upon the government that the vacant post of the Presiding Officer at Calcutta may be filled up immediately and also certain cases may be referred to the Dhanbad Tribunal which is nearer to the Coalfields of Eastern Coalfields and less expensive than the Calcutta office and Government Industrial Tribunal-cum-Labour Court at Asansol.

(vi) MEASURES TO PROVIDE NECESSARY FACILITIES FOR PLANTATION OF PADDY IN DROUGHT AFFECTED AREAS OF BIHAR.

श्री झरना बंडा (भररिया) : उपाध्यक्ष महोदय, नियम 377 के अन्तर्गत यह अत्यन्त अविलम्बनीय लोक महत्व का प्रश्न उपस्थित करते हुए मुझे निवेदन करना है कि बिहार के काफी हिस्सों में, खासकर पूर्णिया जिले के नेपाल सीमा स्थित भाग में, सूखे के कारण धान को रोपने का कार्य एकदम ठप्प हो गया है। किसानों की स्थिति अत्यन्त ही शोचनीय हो गई है। उन्हें पटवन के लिए न तो बिजली की आपूर्ति की जाती है और न नहरों ने द्वारा ही पटवन का प्रबन्ध है। जहाँ भी नहर द्वारा पटवन हो सकता है, वहाँ भी नहर को बन्द कर पटवन रोक दिया गया है। नहर अधिकारियों से नहर का पानी पटवन हेतु देने का अनुरोध करने पर उनका कहना है कि चकि अभी पानी में प्रति-व्यूसेक लगभग 35 प्रतिशत सिल्ट है, अतः जब तक यह सिल्ट बँट नहीं जाता, नहर द्वारा पटवन नहीं बिना जा सकता। सिल्ट छँद कर स्वच्छ पानी देने का कोई निश्चित समय वे नहीं बताते। बल्कि उनका

कहना है कि यदि कोसी नदी के उदगम एवं ऊपर के भागों में पुनः बाढ़ आई, तो पटवन आरम्भ करने की अवधि में और भी विलम्ब होगा। लोगों के धान के बिचड़े खेतों में सूख रहे हैं। अधिक उत्पादन देने वाले किसानों के धान एवं अन्य फसलों के लिए बिचड़े उगाहने, उखाड़ने एवं खेतों में पुनः रोपनी को निश्चित अवधि के भीतर ही होना चाहिए, अन्यथा किसान का उत्पादन लाभप्रद नहीं रहता है। अतः ऐसी परिस्थिति में किसानों को, खासकर छोटे एवं मध्यम वर्ग के किसानों को, सरकार छोटे एवं मध्यम वर्ग के किसानों को, सरकार बुकसान का सामना करना पड़ेगा एवं राष्ट्रीय पैमाने पर उत्पादन की व्यापक क्षति होगी।

अतः सरकार से अनुरोध है कि सरकार (1) कोसी एवं अन्य नहरों द्वारा, जहाँ अभी भी पटवन आरम्भ नहीं किया गया है, तुरन्त पटवन आरम्भ करने का आदेश दे, (2) उच्चतम प्राथमिकता के आधार पर कृषि-कार्य में लगे नलकूपों में बिजली की आपूर्ति का अविलम्ब प्रबन्ध करे, (3) डीजल इंजिनों की यथाशीघ्र व्यवस्था कर किसानों को मुहैया कराये एवं उसके लिए डीजल, मोबिल आयल आदि की आपूर्ति की भी व्यवस्था करे, और (4) सरकारी विभागों द्वारा भी छोटे एवं मीमान किसानों के खेतों में डीजल इंजिनों द्वारा पटवन का प्रबन्ध किया जाय, ताकि उत्पादन की व्यापक, राष्ट्रीय क्षति से देश को बचाया जा सके।

इसमें अविलम्ब व्यवस्था की आवश्यकता है। अतः मिचाई विभाग स्वयं एवं राज्य सरकार को आदेश देकर इसकी शीघ्रातिशीघ्र व्यवस्था करे।

12.54 hrs.

STATUTORY RESOLUTION RE: DISAPPROVAL OF NATIONAL COMPANY LIMITED (ACQUISITION AND TRANSFER OF UNDERTAKINGS) ORDINANCE, AND NATIONAL COMPANY LIMITED (ACQUISITION AND TRANSFER OF UNDERTAKINGS) BILL,

MR. DEPUTY-SPEAKER: Now, we take up the statutory resolution to be moved by Shri T. R. Shamanna. We are taking up items 10 and 11 together.

SHRI T. R. SHAMANNA (Bangalore South): Mr. Deputy-Speaker, Sir, I move:

"This House disapproves of the National Company Limited (Acquisition and Transfer of Undertakings) Ordinance, 1980 (Ordinance No. 4 of 1980) promulgated by the President on the 27th April, 1980."

This Ordinance relating to the (Acquisition and Transfer of Undertakings) of the National Company Limited is to be disapproved on the following grounds:—

(1) It is not fair and just to issue an ordinance when Parliament is in session or when the session of the Parliament is to be held shortly unless there is some extraordinary reason to have an enactment immediately. The company was in the control of the Government for the past four years and heavens would not have fallen if we had to wait for a few days for the Parliament to pass an enactment.

Messrs. National Co. Ltd. is one of the oldest and largest companies producing jute goods with an installed capacity to manufacture 22,000 metric tonnes of carpet backing cloth and earning a huge and valuable foreign exchange and providing employment to about 12,000 labourers. Taking over such an institution of national importance by promulgating an Ordinance in a hurried manner is not desirable. If a Bill had been placed before the Parliament earlier, the wise guidance given by the Members of Parliament would have gone a long way, if need be, by referring the same to a Select Committee. On the other hand, if the Ordinance is to be passed, the Government taking this as a prestige issue will not heed the good suggestion of Parliament Members and as such, the Ordinance is to be disapproved. Further, Sir, it is said that there was grave

mis-management of the Company by the old management. There were grave financial irregularities in the working of the company. It is also said that there was grave negligence and fraud by the management. It has not been made clear here whether any action had been taken against the persons responsible for mis-managing the affairs of the company. This is not detailed and, therefore, this Ordinance will have to be disapproved.

Sir, no details are given as to the improvements that have been made by the Central Government after it took charge four years ago and this is very necessary because on the basis of the performance of the four years working one can judge whether it is really worth taking over the company or not.

Sir, the government has undertaken to meet all the liabilities. What is the estimate of the liability? It has not been given. In a mis-managed concern there will be many hidden liabilities and the same should have been indicated here.

Sir, the National Company Limited is an old one and whenever a company is to be taken for liquidation it is necessary the shareholders should also be considered. Either there should be voluntary liquidation or compulsory liquidation. Was the opinion of the shareholders taken in this regard? That has also not been detailed here.

The Company has a large number of labourers—about twelve thousand. Involvement of the labour is very necessary when the company is to be re-constructed and worked profitably. Whether labour unions have been consulted in regard to this taking over? That also has not been detailed here. For the proper working of the company the cooperation

of labour is very necessary. If that is not taken, it will be a very big omission. Government is making an additional investment of Rs. 10 crores. What guarantee is there that the new company will be successful particularly under the government management. No details about the renovation of the new company have been given. Under these circumstances, I strongly appeal to this House to disapprove of the Ordinance No. 4 of 1980 which is going to be taken up now.

MR. DEPUTY-SPEAKER: Resolution moved:

"This House disapproves of the National Company Limited (Acquisition and Transfer of Undertakings) Ordinance, 1980 (Ordinance No. 4 of 1980) promulgated by the President on the 27th April, 1980."

THE MINISTER OF COMMERCE AND STEEL AND MINES (SHRI PRANAB MUKHREJEE): Sir, I beg to move: *

"That the Bill to provide for the acquisition and transfer of the undertakings of Messrs. National Company Limited with a view to securing the proper management of such undertakings so as to subserve the interests of the general public by ensuring the continued manufacture, production and distribution of articles made of jute, which are essential to the needs of the economy of the country and for matters connected therewith or incidental thereto, be taken into consideration."

Sir, while moving the Statutory Resolution for the disapproval of the Ordinance the hon'ble Member. Mr. Shamanna, has pointed out as to what is the hurry of bringing this course of action through an Ordinance and

there he also drew the attention of the House that it was done on the eve of Parliament Session. Factually this statement is not correct because the Ordinance was issued in April and Parliament met in June.

13.00 hrs.

Therefore it is not correct to say that the ordinance was issued on the eve of the Parliament Session.

Another point which he has raised is: What is the urgency? He may be aware that this issue was considered earlier also when the Janata Party Government was there. Even the Cabinet considered the issue and it was to be nationalised through legislation. But what happened was this. The Lok Sabha was dissolved. So, this matter could not be proceeded with.

Now, let me state about the state of affairs of the company: The company was incurring a loss practically of Rs. 1 lakh per day. A scheme was contemplated for injecting fresh capital and providing a package of assistance to reconstruct this unit. It was thought that some urgent steps have to be taken in this regard. That is the reason why we had to bring in an ordinance to nationalise the company.

Regarding the history of this unit, it is well-known to hon. Members. This matter has come up either in the form of Questions or in the form of Calling Attention and so on. So, we have had occasion of discussing the affairs of this unit earlier also. It is one of the biggest units so far as jute is concerned. The total number of people employed here is more than 12,000. Over a period of years due to mismanagement and diversion of funds to purposes other than those for which they were meant, this unit became sick. Therefore from 1971 onwards this unit started incurring heavy losses continuously. According to the Provisions of the Industrial (Development

*Moved with the recommendation of the President.

[Shri Pranab Mukherjee]

and Regulation) Act, an investigation was conducted in 1975. In 1976, a decision was taken to take over the management of the company. Even after this take-over the situation did not at all improve. There was of course some occasional improvement, it earned some little profit sometimes. But the Government's stake in this particular unit was quite a handsome amount. The amount of total funds pumped into this unit from agencies like the financial institutions and nationalised banks amounted to Rs. 13 crores.

Therefore, Government had to take a decision how to proceed in the matter. In order to bring it to health, fresh injection of capital is needed. IDBI was put on the job. They came out with a package programme. One of the package measures was to provide interest-free loan to the tune of Rs. 2 crores. Naturally, Sir, when Government is advancing so much of money, Government will have to see whether it should be allowed to continue in the hands of the private sector.

PROF. N. G. RANGA (Guntur):
Who are responsible for these losses?

SHRI PRANAB MUKHERJEE: Mainly the private management is responsible. As I was saying, therefore, this decision was taken. And, Sir, the Bill, which I have sought your permission to introduce and which is under discussion of this House contains the same provisions, which were therein the ordinance. There are only one or two aspects of the Bill which I would like to mention here. We have made provisions for protecting the interests of the workers. This will be the first charge so far as compensation is concerned. The money earmarked for compensation will take care of the workers' dues.

In regard to the other types of dues, various provisions have been made.

By this time we have developed a pattern of nationalising the industrial units and the same pattern has been followed here. After the unit has been nationalised, the reconstruction programme as per schedule has been taken up. I hope with the injection of raised capital and providing managerial and other expertises, it would be possible to restore this unit to health and it would continue to play its usual important role in the economy of jute.

As I have already mentioned, this is one of the biggest units and almost ten per cent of the total carpet backing is being provided by this single unit; this is also an export-oriented item. At this stage, I would not like to take much time of the House. Various points will be raised during the debate, the hon. mover of the Statutory Resolution has also raised certain points, I will cover all these points in my reply to the debate. I now request that Bill be taken into consideration.

MR. DEPUTY-SPEAKER: Motion moved:

"That the Bill to provide for the acquisition and transfer of the undertakings of Messrs. National Company Limited with a view to securing the proper management of such undertakings so as to subserve the interests of the general public by ensuring the continued manufacture, production and distribution of articles made of jute, which are essential to the needs of the economy of the country and for matters connected therewith or incidental thereto, be taken into consideration."

SHRI NIREN GHOSH (Dum Dum):
Mr. Deputy-Speaker, Sir, as far as we are concerned, not only we, but the entire trade union movement including INTUC, we have fought, the entire jute industry workers numbering 2.5 lakhs have struggled for the nationalisation of the entire jute industry.

On this point there is no difference of opinion among the trade unions working in the jute industry. But at the political level, it seems, the Government of India has never taken this point seriously. The reasons are very obvious.

Jute is even now, and it had been before the most powerful lever in New Delhi and it used to be said, and it is rightly said, that the Government of India just works at the bidding of their fingers and takes decisions. So, I am not surprised that the entire jute industry has not been nationalised as yet, though it is the united demand of the workers and the trade unions. As you know, the Commerce Minister and the Commerce Ministry have a special unofficial function of being the prime fund-getter for the ruling party. It is through this Ministry that crores and crores of rupees are just siphoned into the coffers of the ruling party, I mean the Congress (I) Party. Prof. D. P. Chattopadhyaya, his predecessor did the same thing; hon. late Shri L. N. Misra did the same thing. So, whenever....

MR. DEPUTY-SPEAKER: While living in a glass house, you must not throw stones at others.

SHRI NIREN GHOSH: If you do not want me to take his name, then cut that out. All right, predecessor to Prof. D. P. Chattopadhyaya used to give 80 per cent of the takings to the Prime Minister and perhaps 20 per cent he used to keep with him. That was a very good record.

MR. DEPUTY-SPEAKER: Did follow what I said?

SHRI NIREN GHOSH: That is why we have to look a bit askance. We are not opposed to nationalization. In fact, we welcome whatever is done. There are 6 units under the Government's management; only one of them is being nationalized. The rest are under the Government of India management—in one of which the State Government has also a participating

function. Otherwise, they are managing it. It is their management.

The point is that we know the reason. The Minister just raised a veil over it. It is there in the Objects and Reasons. Shri Ramnath Goenka was the owner of this company. We also know that at a certain stage—it is so even now, it is said—the Express Group of newspapers followed an independent stance. It used to be said so. Whether they still hold an independent stance, I do not know. But they are afraid about their building in the so-called Fleet Street of our capital. So, the Congress led by the Prime Minister and this Group were at logger heads.

Let it be known that I cannot plead for Shri Goenka, because he used this company in order to parachute himself or catapult himself into the first 20 bigwigs of India. He wished to corner all the shares of IISCO. Besides, this, he wished to become one of the first 20 bigwigs of India. He was frustrated. All those moneys which he has siphoned, everything he used in this chain. The Central Government intervened, and he was frustrated. The entire thing become bankrupt.

At the height of the controversy, the Express Group of papers and Ramnath Goenka were patronizing—why patronizing? And were giving every possible help to the J. P.—led movement in 1976. When the management was taken over, the company was in the red. It was good that the management was taken over. But this is the background of the issue.

Why do I say this? Will Government take over any mill of the Birlas? They will not; they won't. That is why I am making this point. It is not that they should not have taken over the management of these companies. They should have. It has been taken over lately. It should have been taken over a long time ago—because it was losing, and every-

[Shri Niren Ghosh]

thing was in shambles. That, of course, is true. But let us also have the background of the whole thing.

Just now, why do they come with the nationalization of the single unit—and not of the other 5 units in their management? That is the point which, I hope, the hon. Minister will take pains to explain.

After the management of the mill was taken over, Lt. Gen. Jagjit Singh Arora was put in charge of the company. He does not know anything about jute. And the mill was absolutely reduced to scrappage. All the old birds of the jute industry like Hrishikesh Ghosh and Hrishikesh Bose who sucked the workers of the jute, and all those notorious old birds are nestling in this company, quite naturally. They are the fellows who help the owners, big bosses, jute bosses in earning illegal profit with the help of over-invoicing, under-invoicing, showing less production, etc. and the difference is smuggled into black money and the black money goes into their pockets. The cotton growers get some sort of a fair price, but the jute growers for the last 100 years have been denied any price. They have been ruined completely; they have been destroyed completely. When the government has been crying all these years for the poor sections of the society, they are sitting by idle. They do not pay any heed to their demands. The jute bosses make profit of Rs. 30—40 crores which is an ill-gotten money for which no account is kept. Of course, it is on account of raw jute trade alone. We also, all the unions together, observed one-day token strike so that the entire private trade in the raw jute is nationalised by the government, so that the entire raw jute should be procured primarily from the jute growers by the government or the government agencies, but almost nothing was done, because it is a big bourgeoisie-led government, because

they take portion of the money which the workers earn out of their sweat and oil in order to run their party and to subserve their purpose. How can they displease their master; they take some money from the master? That is why the big bosses, really those who count amongst 30—40 big houses in India have not been touched at all. They are minting money. They have imposed Rs. 1000 duty on hessian. It was earning profit. Even now it earns a profit of Rs. 3000 per tonne. It never earned this much of profit before. They must have struck a deal. At least Rs. 2500 duty should have been there. So, a deal was struck and there is every reason to suppose that their ill-gotten money was siphoned into the treasury of the Ruling Party. There is no doubt about it.

All those old birds, notorious guises, executive officers, they almost destroyed it. Afterwards the management changed. Shri K. P. Tripathi was employed by Bajoria. Then he was employed by Shri R. N. Goenka; and then he was made the Chairman. However, some consultants were also engaged. I have the information that when the mill was on the point of actually opening, there was a profit of Rs. 1 lakh per day. It was making a profit for the first one year; it was just the first break-even point. Then all of a sudden, they had taken it in April. Then the Chairman-cum-Managing Director of the JCI had been put in charge. He knows nothing about the trade. The Jute Corporation of India officers, the Management, the Finance Director and others, are in collusion with the jute bosses. The previous Chairman was the ex-General Manager of the notorious North Berrooke Group. He left J.C.I. under disgrace.

Shri B. C. Mukerjee is good for nothing. He acts on the wishes of the jute bosses. He does nothing on his own.

Within three months, everything has gone topsy turvy. So, I say, after nationalisation, a clean sweep of this notorious management should be made and new persons should be inducted who enjoy the confidence of the workers; otherwise production cannot go on. At every single step there is a cheat in the company and they pocket crores and crores of rupees. When the Mill was under the Management of the Government of India, why could not money be injected all those years if it was necessary? Perhaps, the reply may come—if it becomes viable, it can be transferred to the previous owner. That need not be, I say. My view is if the Government managed company makes profit, set up new units under Government, and do not give a single pie to the previous owner. It need not be transferred to the previous owner. There are innumerable charges against S/Shri Rishikesh, Ghosh and Bose. Are you prepared to leave them completely? Please put proper persons in charge of the management. Please have a watchdog body in the shape of elected Council of the workers who should have a say in the Board of Directors and the management of the Company. This should be enforced in the case of all Government undertakings. That is the only way to cut all waste and to stop those who are playing ducks and drakes with the money and putting the company in the rut. This will go a long way, that is what I can say.

As regards the workers I do not get a clear picture from the wordings given in the Bill about their absorption. The number of workers is very high. Even if the management is taken, there are permanent workers, special badlies, semi-badlies, temporary, casual, extra temporary, and you do not know about other categories. Whichever name is given, their name must be on the roster of the company. All these workers should be absorbed by the Company. That is the guarantee I want from the Minister, otherwise,

there is likelihood of three to four thousand workers being thrown out.

SHRI SAMAR MUKHERJEE (Howrah): Earlier there were 14,000 workers.

SHRI NIREN GHOSH: Now he says, there are 12,000 workers. I do not know what has happened to those workers.

Clause 13(2) says:

"Notwithstanding anything contained in the Industrial Disputes Act, 1947, or in any other law for the time being in force, the transfer of the services of any officer or other person employed in any undertakings owned by the Company to the Central Government or the existing, or new, Government company shall not entitle them such officer or other employee to any compensation under this Act or any other law..."

Why should this provision be there? If there are notorious officials, you can weed them out. Others, you should take. If they are entitled to compensation, they should be paid compensation. This clause refers to not only officers but also to employees—supervisory personnel or a clerk or a mere worker, I do not know. They will be entitled to compensation. On what grounds can they be denied this?

As regards claims in Category I, Category II and Category III, we have given an amendment. I am not quite sure whether in Category I, all the claims and dues that the workers are entitled to will be paid to them. That is not sufficiently clear. So, the language, assurance and everything should be made clear in that. Nothing should be left vague.

So far as Categories III, IV or V are concerned, when the claims are entertained and they are justified, if there is not enough money, then the payment will be made proportionately.

[Shri Niren Ghosh]

There is some provision also that if the claims cannot be met, it will go to the Central Government. The Central Government will give directions to the new company and the new company will have to bear it. I am not talking of big companies or monopolies connected with this company, but there must be hundreds of thousands of small people in between who must be connected with such a big factory. Will they be denied their dues? Will they be left high and dry? I do not know what the Government is thinking about them. This provision in clause 19 is suspicious. It says:

"The claims specified in each of the categories shall rank equally and be paid in full, but, if the amount is insufficient to meet such claims in full, they shall abate in equal proportions and be paid accordingly."

The Commissioner's decision is final; but however, there is a loophole that petitions can be filed against his judgment to the High Court. But if the workers are unduly punished, what can be done? Have they the money to go to the High Court? Will the claims be settled directly with the union which is recognised, which enjoys the confidence of the majority of the workers, which can be verified through secret ballot? The workers have not got the capacity to go to the High Court to realise any dues due to them if they are debarred from getting them. So, this should also be made clear.

Finally, I should say that Government along with Mr. Ramnath Goenka is standing in the dock. They would not touch the Goenkas and the Duncan Brothers. They do not observe any law. They do not observe the tripartite settlement reached after 15 days of strike. They get every sort of encouragement from the gods of New Delhi. One Goenka—I do not want to mention his name—who was the Chair-

man of IGMA, is a well known agent for collecting funds for the ruling party, the party in power now. Nothing is hidden about it. So, I demand that all those loopholes be plugged. The entire jute industry be nationalised. Elected workers' council should be annually renewed. The entire raw jute trade should be taken over. If they cannot do it here and now, they should give the promise that they will do it in a year or two.

This year, they should procure 50 per cent of the raw jute at a price of Rs. 300 per quintal so that the poor peasants and jute growers are not thrown to the winds because there is going to be a bumper crop this year. If this measure will lead to nationalisation, well and good. But this halty measure perhaps, would not lead us anywhere.

With these words and warning, we support nationalisation but at the same time. I take the opportunity to unravel their motives since they do not touch the entire industry.

SHRI ANAND GOPAL MUKHOPADHYAY (Asansol): Mr. Deputy-Speaker, Sir, I rise to support the Bill introduced by the hon. Minister.

While listening to the debate, I was shocked and surprised at what Mr. Shamanna and Mr. Niren Ghosh have said. Of course, ultimately, he said that he supports' nationalisation. Throughout his speech, apart from the provisions of the Bill, he has tried to cast aspersions on the Congress Party led by Madam Gandhi. He has also given facts to show that this is the Department through which the coffers in the treasury come.

It reminds of a very great incident. The House may not know that in the year 1969 the engineering and the jute wage award agreement was finalised under the captaincy of the Marxist Government and the Labour Minister,

Mr. Kestopado Ghosh. The award agreement of the jute workers expired in 1976 and a fresh agreement was made in 1979. Mr. Niren Ghosh was a party to that agreement. 2.5 lakh jute workers in West Bengal are debarred from getting the arrear amounting to Rs. 52/- per worker per month for 36 months. It amounts to Rs. 120 crores. May I ask Mr. Niren Ghosh to explain before this House where the arrear wage of Rs. 120 crores of the jute workers have gone? Not only jute workers but two lakh of engineering workers lost their arrear wage for two years, amounting to Rs. 52/- per month. Is it not a fact that the arrear wage of Rs. 120 crores of the jute workers has been divided between the monopolists, jute merchants, jute industrialists in West Bengal and the Marxist Government and the CPI(M) Party? Let Mr. Niren Ghosh come and deny it. Is it not a fact that the arrear wages for 2 years for Engineering workers and 3 years for jute workers have been lost? Is it not a fact that it is Rs. 52 per month per worker? Is it not a fact that there are two-and-a-half lakh jute workers who lost their arrear wages amounting to Rs. 120 crores for 3 years?

SHRI DINEN BHATTACHARYA (Serampore): You are telling all white lies and you don't know anything about the jute industry and the jute growers. You know nothing about the facts as to why this National Company came to such a catastrophe. (Interruptions).

MR. DEPUTY-SPEAKER : Mr. Bhattacharya, when Mr. Niren Ghosh spoke, nobody intervened or interrupted. So, you reply to him. afterwards.

SHRI ANANDA GOPAL MUKHOPADHYAY: Is it not a fact that Rs. 120 crores of the arrear wages of the jute workers have gone to your

Party coffers? Can you deny it? Rs. 60 crores of the arrear wages of Engineering workers for two years along with Rs. 120 crores of arrear wages of jute workers for 3 years, the total being Rs. 180 crores, have gone to the coffers of the CPI (M) party who are fighting the elections in West Bengal and other States in the country with this money.

Sir, I can well understand the role of Mr. Ram Nath Goenka in 1977 elections. Mr. Ram Nath Goenka's party and other political parties with the support of capitalists fought elections against Mrs. Indira Gandhi. They have invested money to topple Mr. Indira Gandhi's Government and as a result, the Marxist Government in West Bengal and the Janata Government at the Centre allowed men like Ram Nath Goenka to swindle the whole country, to suck the blood of the people of the whole country. Prices including those of jute, went up. He was shedding tears just like the crocodile for the jute growers in West Bengal. What was their action to stop the capitalists from swindling the jute growers? Did they do anything in this regard? Did they try to implement the law of the land? Did they prevent the people from cheating the jute growers? No. Three years passed because that was their term. On that basis they have invested not only Rs. 100 crores for this Party, but also hundreds of crores of rupees to cheat the people and they continued it for three years. Still they are continuing. May I know from Mr. Niren Ghosh what steps are being taken to tackle the blackmarketeers, hoarders and capitalists who are cheating not only the jute growers, but also the people for the last three years? What steps have been taken? No steps. There was complete support, total loyalty, 100 per cent support to the capitalists. Today the Government of India under the leadership of Madam Indira Gandhi have

[Shri Ananda Gopal Mukhopadhyay]

come forward and taken stringent measures and strong measures for better management, because this is the one unit which produces 10 per cent of the carpet-backing material which is very important for foreign exchange purposes, which is very important for the national life and also for the life of 10,000 workers. If Mr. Niren Ghosh has got any point to suggest, let him suggest. But he is going to support Mr. Ram Nath Goenka who lavishly spends money and backs these parties in the country and indulges in the politics of the country. The name of the Company is National Company, absolutely engaged in anti-national work. I support the Bill.

SHRIMATI GEETA MUKHERJEE (Panskura): Mr. Deputy-Speaker, Sir, many extraneous subjects are brought out in this discussion. Since the time is short, I would, first of all, go into the concrete questions concerning the Bill brought forward by the Minister.

Sir, as the Minister himself knows, the All-India Trade Union Congress has a local unit there. The Rajganj Chatkal Mazdoor Union and the National Jute Mills Employees' Union have been in the forefront of struggle for nationalisation of this mill. They have been fighting first for takeover and then for nationalisation, and they have sent scores of memoranda to the Ministries concerned as to how the affairs of this mill should be improved. While support the nationalisation of this mill, I would like to draw the attention of the Minister to certain very relevant facts and request him to go into them in depth so that the purpose of nationalisation can really be fulfilled.

Before nationalisation, as has been pointed out by many, this very big jute mill was being completely looted by the Goenkas. After the man-

agement takeover, it is a fact that it started yielding profits, and in that no mean contribution was made by the workers who were so enthusiastic about it, but because no real restructuring of the administration, no real serious probe into the reasons why the mill got into red in such a big way, was undertaken, and only very half-hearted administrative measures were taken, again things have deteriorated in a very serious way. The Minister must have received the information that in the last two weeks the losses amount to nearly a crore of rupees, which is a very serious thing.

Those who say that this has happened only due to nationalisation must be told that it is not so because after the management takeover, profit started being made—Rs. 24 lakhs in November, 1979, Rs. 33 lakhs in January, 1980 and Rs. 12 lakhs in February, 1980, but after March this has started dwindling and has reached very serious proportions.

The Minister must have received many memoranda from the employees and workers' unions that many of Goenka's men are still entrenched in the administration and are adopting unfair means in the same way that they used to earlier. There have been so many accusation against the Financial Controller, Sales Manager, the Accountant and others who have not been removed. A new Chairman has been appointed, but he is part-time, he has to look after many other concerns. Nor is he a technical expert. Naturally he is not expected to do this job well. But it is a very serious matter that after this new Chairman has come, instead of clearing out these Goenka people, against whom there is a lot of complaint of corruption, he is trying to browbeat the officers who had been fighting for nationalisation and who had some contribution to make in generating profits earlier. This being the situation, I would request the

hon. Minister to institute an in-depth enquiry into the affairs of this mill, **not by the machinery** of his Ministry or by higher officials, because there are complaints of collusion against them which the Minister himself knows; he should find out a machinery which can really go into the causes and can really suggest a clean administration which will be free from older encumbrances. The Minister will appreciate that this has not been done. There are many things which caused this decline in profits. How is it that in this period, the stocks started accumulating in a big way? We hear that breach of contracts with some buyers was one of the reasons? Why should it happen? I also hear that at the moment out of 430 broad looms, only 160 are running and that means hundreds of workmen are out of employment. These things really bring the question as to how to make the nationalised sector function well. In reply to a question of Mr. Kalyan Roy, Member of Rajya Sabha, the Minister, Dr. Chanana said that the local administration keeps in good contract with the local trade unions. This is not at all true. The fact remains that the Rajaganj Chatkal Mazdoor Union and National Jute Mills Employees' Union which are among the most powerful unions and also some other unions have not been taken into confidence in these things at all. Instead, when they started accumulating profits, some employees and some officers were given some benefits, but the workers, whose facilities were curtailed severely during Goenka days, which it was promised would be restored after the take over, are being totally denied of these facilities and practically there is no liaison between the present management and the strong local unions. As you quite well understand, those who fought for nationalisation should be taken into confidence and an altogether new Board, which will be free from the men who are in league

with old Goenka people, which will be led by a Chairman who would not have any partisan interests, in which the workers' representatives and the elected representatives will be there, should be formed. Not only that, from Head Office to the lower levels, everywhere, reorganisation should take place. Otherwise, the nationalisation of this big mill will not be able to set any pace to our jute industry. I would again come to the question of the facilities to the workers which were curtailed in the earlier days and which the workers naturally expect that nationalisation would bring back. These facilities should be restored to encourage them. The labour relations are becoming bad due to the reasons I said earlier and also due to the curtailment of these facilities. I would request the Minister to go into this matter and see to it that the labour relations improve properly. It is possible because the workers there are very much eager to cooperate so that the nationalised mill can make profits.

As far as the National Jute Mills' Nationalisation Bill is concerned, I would like to say one or two things, which have been referred to by earlier speakers. In reply to what my esteemed friend and colleague, Shri Ananda Gopal Mukhopadhyay had said, I would like to ask: why don't you nationalise all the Jute mills and thereby put an end to the loot by any party, whatsoever, what prevented you from doing that earlier and what is preventing you now from doing that? Why don't the big jute mill owners out? That is the only answer. It is no use making a kinds of accusations here and there. That is the basic point.

Another important point which I would like to make is about jute growers. This is very important. I fully share the sentiments expressed by Shri Niren Ghosh on this question. All our kisan sabhas have demanded that the price of raw jute be fixed at Rs. 300. It is a very serious matter. In regard to the questions that we have put to the Minister even in this House and

[Shrimati Geeta Mukherjee]

the replies that have been given about JCI's purchase, we fell very bad about it. I want to take this opportunity to request the Minister that unless this policy is changed this year. West Bengal jute growers are going to face a big crisis.

What about canalisation of the entire jute trade through JCI? If JCI can't do that, then you give to our State Government full money and full authority to go into monopoly jute purchase. Unless there is monopoly jute purchase and full canalisation of jute trade through some governmental machinery, neither can the jute growers be protected nor can the loot by the jute mills be prevented. That is why I again request him to reconsider the entire attitude towards jute purchase in West Bengal and elsewhere. I hope, he will do it.

Last but not the least, I say, if we are supporting this Bill, we are doing it only with the hope that the entire jute industry will be nationalised. If the entire jute industry is left in their hands, one Company cannot actually do what it should because it will be corrupted from all angles; it will get intertwined with all the other interests acting in the private jute trade and industry.

With these words, I support the Bill and, I hope, the Minister will take necessary measures for a thorough overhaul of the present structure of the jute trade and industry.

श्री मलबण्ड डांग्रा (पाली) : उपाध्यक्ष महोदय, मेरे से पहले जो बोलने वाले वक्ता थे, उनकी कुछ बातों पर सहमति प्रकट न करते हुए मैं इस बिल का समर्थन करता हूँ। एक बात मैं कह देना चाहता हूँ—हिन्दुस्तान में आज 300 बड़ी-बड़ी इण्डस्ट्रीज हैं जो बीमार हैं, इसी तरह से छोटी इण्डस्ट्रीज 1 लाख 40 हजार हैं जो बीमार हैं। हिन्दुस्तान में हम आपकी नीति को लागू नहीं करना चाहते हैं। हमारी नीति साफ है—मिश्रित अर्थ व्यवस्था, जिसमें हम चाहते हैं कि प्राइवेट सैक्टर और पब्लिक सैक्टर दोनों काम करें और दोनों एक दूसरे के साथ चलें, इससे दोनों में

कम्पीटीशन रहेगा। हम इस नीति को कोसो करना चाहते हैं।

आपने जो बात कही—मैं माननीय मंत्री जी से पूछना चाहता हूँ—सिक इंडस्ट्री कैसे बनती है? उस पर गवर्नमेंट का कोई कंट्रोल होता है या नहीं होता है? 1971 में, जैसा आपने बतलाया, यह इंडस्ट्री सिक बनने लगी थी। मैंने इस बारे में पढ़ा था और उससे मुझे मालूम हुआ कि करोड़ों रुपया सिक इंडस्ट्रीज में हमारे बैंकों का चला गया। मेरे पास यह 30 जून, 1980 का हिन्दुस्तान टाइम्स का एडिटोरियल नोट है—इसमें लिखा है—

"It is estimated that the commercial banking sector, particularly, the public sector banks had sunk around Rs. 1000 crores or more upto the end of December, 1978 as advances to sick industries to nurse them to health."

उसमें उन्होंने एक और बात बतलायी है कि उन्हें करोड़ों रुपये देने हैं। इसका क्या कारण है? मैं मंत्री महोदय से एक बात और कहना चाहता हूँ कि 1977 के बाद जब श्री जार्ज फर्नाण्डिस उद्योग मंत्री थे जिन्होंने कि एक आर्डिनेंस निकाला था इसको लेने के लिए तो क्या उनको मालूम नहीं था कि इस जूट इंडस्ट्रीज की हालत बिगड़ रही है। उस हालत में उसको क्यों नहीं लिया गया? इसको उस समय नहीं लेने के क्या कारण थे? आज 1971 से 9 साल बाद इसमें टोटल इन्वेस्टमेंट कितना हुआ है वह मैं मंत्री महोदय से पूछना चाहता हूँ? इन्वेस्टमेंट होने के बाद कितना बैंक्स का लोन है और कौन-कौन से बैंक्स का लोन है। उनमें कितने पब्लिक सक्टर के, नेशनलाइज्ड बैंक्स का लोन है और कितने कर्पोरेट बैंक्स का लोन है? इसमें कितना सिन्डिकेट लोन लगा है और कितना अनसिन्डिकेट लोन है?

इसमें जो 12 हजार मजदूर लगे हुए हैं जिनको आपने काम में लगा दिया है, जो कि अच्छा काम किया है उनको इसका कितना रुपया देना है, उनका कितना प्रोबिडेंट फण्ड का रुपया जमा है? वह रुपया जमा है या नहीं जमा है?

ये सारी सिक इंडस्ट्रीज कभी-कभी अपने को इसलिए भी सिक इंडस्ट्रीज बना लेती हैं कि रुपया न देना पड़े। इसके कई उदाहरण देश में हैं। कई पूंजीपति जो होशियार होते हैं, वे इसलिए इंडस्ट्री लगाते हैं और लगाने के बाद सिक करते हैं। फिर गवर्नमेंट से मिलकर के रुपया हड़प लेते हैं। ऐसे बहुत उदाहरण हैं। इस समय उदाहरण देने का मौका नहीं है। ये लोग जानकर सिक

इंडस्ट्रीज पैदा करते हैं और गवर्नमेंट की व्योरो-
 क्रेसी से मिल कर मुनाफा कमाते हैं। लेकिन इस
 समय वह स्थिति नहीं है।

13.56 hrs.

[SHRI SHIVRAJ V. PATIL in the Chair]

मैं एक बात कहना चाहता हूँ कि हिन्दुस्तान
 में कानपुर की बहुत सी मीडियम और मेजर
 इंडस्ट्रीज बीमार और सिक है। उनकी संख्या
 करीब तीन सौ है। उनमें लाखों मजदूर शिकार
 हैं। क्या सरकार उन सारे इंडस्ट्रीज को ले यह
 प्रश्न है? सरकार को ऐसी एक नीति बनानी
 चाहिए कि उन इंडस्ट्रीज में जो आउटपुट है,
 उनके मैनेजमेंट की जो व्यवस्था है, उसकी लोनिंग
 की, उसके रा-मेटेरियल की बराबर जांच होनी
 चाहिए। गवर्नमेंट की मशीनरी में एक ऐसी
 मशीनरी होनी चाहिए जो इन बातों की जांच
 समय समय पर करती रहे और देखे कि जो बड़ी
 इंडस्ट्रीज हैं जो देश में महत्वपूर्ण उत्पादन करती हैं
 जो देश के लिए लाभप्रद हैं वे छाते में न चलायी
 जाएं।

आप इसके रुपये की किस तरह से जांच करेंगे?
 इसकी 1971 के बाद में जांच करेंगे, क्या करेंगे,
 उनके लिए आपके पास क्या क्राइटेरिया है?
 इसके पास कितना लोन मिक्चर्ड है, कितना कम्पनी
 को देना है? इससे गवर्नमेंट क्या आशा करती है?

मेरे पास आकड़े हैं कि पब्लिक सेक्टर में
 चलने वाला कम्पनिया भी आज हिन्दुस्तान में उस
 नजर से नहीं चल रही है जिस ढंग से उन्हें चलना
 चाहिए। वे सतोषजनक ढंग से नहीं चल रही हैं।
 मैंने खेतड़ी प्रोजेक्ट के बारे में देखा है। उसमें
 128 करोड़ का इन्वेस्टमेंट है और उसमें आज 60
 करोड़ का घाटा है। इसके लिए वे कहते हैं
 कि हम मालूम हुआ है कि लोहा लो ग्रेड का था।
 पहले उन्होंने उसकी जांच नहीं की। इंजीनियर्स
 की पहले प्रोजेक्ट रिपोर्ट बननी है और उस प्रोजेक्ट
 रिपोर्ट बनने के बाद काम कराया जाता है।
 इसको भी आपको देखना है।

अब आप इसको तेजी से कर रहे हैं। यह
 जनता पार्टी का दोष है कि वह गवर्नमेंट इसको
 नहीं कर सकी। अब आप यहां आ कर के कर
 रहे हैं।

14 00 hrs.

आप मानें या न मानें लेकिन आपको अपनी
 गर्दन नीची करनी चाहिए। तीन साल तक
 आपने जो काम नहीं किया उसको कांग्रेस ने
 शासन में आते ही आर्डिनेंस के द्वारा कर दिया
 और कम्पनी को अपने हाथ में ले लिया। इसके
 लिए आपने सरकार को धन्यवाद भी दिया है

और बिल का समर्थन भी किया है। मैं भी इस
 बिल का समर्थन करता हूँ। लेकिन मैं कहना
 चाहता हूँ कि संतो महींदर जब इस बहस का
 उत्तर दें तो प्रश्न बताएं कि टोटल इन्वेस्टमेंट
 कितनी है, मिक्चर्ड लोन कितने हैं, अनसिक्चर्ड
 डेट्स कितने हैं और साथ ही साथ यह भी बताएं
 कि मजदूरों का प्रोविडेंट फंड का पैसा कितना जमा
 है? मैं चाहता हूँ कि वह यह भी बताएं कि
 दोषी अधिकारियों के खिलाफ वह क्या कार्रवाई
 करने का विचार रखते हैं? जिन प्रावधानों ने
 मिसमैनेजमेंट किया है उनके खिलाफ कोई कार्रवाई
 हो सकती है क्या? मिलें सिक न हो भविष्य
 में इसके लिए पहले में ही कदम उठा लिए जाने
 चाहियें। हर यूनिट पर आपकी नजर होनी
 चाहिये और इस काम को बराबर करते रहने के
 लिए एक एजेंसी का निर्माण किया जाना चाहिये।
 वह एजेंसी यह देखे कि विभिन्न यूनिट्स ठीक तरह
 से काम कर रहे हैं या नहीं कर रहे हैं और न कर
 रहे हो तो उनको ठीक रास्ते पर लाए। एक
 बार कोई इंडस्ट्री सिक हो जाती है तो बड़ा घाटा
 होता है, बड़ा नुकसान होता है। यहां भी भगवान
 जाने आप जो तेरह करोड़ या उससे भी ज्यादा
 रुपया लगाएंगे उसको लगाने के बाद भी यह
 यूनिट आर्थिक दृष्टि से आत्म निर्भर हो भी सकेगा
 या नहीं? यह आत्म निर्भर होता है या नहीं,
 यह तो समय ही बताएगा।

SHRI GEORGE FERNANDES (Mu-
 zaffarpur): Mr. Chairman, Sir, I am
 indeed happy that this Bill has come
 before the House because I was asso-
 ciated with it in making it possible
 when I happened to be in Government.
 So, this is one more sick unit that is
 being taken over by Government...

AN HON. MEMBER: Taken over or
 nationalised?

SHRI GEORGE FERNANDES: ..
 taken over in the sense of being na-
 tionalised by the Government.

As my friend, Mr. Niren Ghosh, has
 pointed out, there are several other
 jute mills which are presently on the
 sick list, which are run by the Govern-
 ment, which are provided with funds
 by the Government, and which are,
 for all purposes, units that need to be
 taken over in the sense of those units
 being nationalised.

The Minister, while introducing the
 Bill, said that mismanagement and

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diversion of funds is the primary cause for the sickness in this particular unit, and the Bill mentions that, from 1971, one saw such a situation developing and in 1976 the mill was finally taken over under the Industries (Development and Regulation) Act. So, one question that needs to be examined and on which, I hope, the Government will come forward with something very substantial is how come that we have such large-sized industrial units which divert their funds, which indulge in mismanagement with impunity, and yet the various organs of the State are not able to monitor this mismanagement and this diversion of funds. Of course, mismanagement and diversion of funds is an euphemism here for cheating because that is nothing but cheating. And in a large number of cases—I do not intend citing any one of them at the moment; I do not think it is necessary—industrialists indulge in mass cheating of the Government because the funds invariably are the funds which come from banks, from financial institutions, and the final loser in this case is the citizen, the taxpayer, while the mismanaging industrialist, the fund-diverting industrialist, continues to wallow in five-star hotels on the money which the Government makes available to him to mismanage his industry for all purposes. This is not a question where any one needs to trade charges against anybody, but I do believe that we should really find out ways and means of preventing sickness, of monitoring the management of these companies, so that the moment there is a danger signal somewhere, the Government is able to step in immediately and save the money of the exchequer from being wasted by these wasteful industrialists, by these dishonest industrialists. I think, Sir, that that will be doing a great service both to the country and to the public funds. In the case of this particular industry, namely, the jute industry, now that we are taking over the largest jute mill in the country (and I am sure everyone is proud of the fact that

this is the largest jute mill in the country, particularly, the workers in that unit—there are 12,000 workers employed in this unit)—in other words, now the government is accepting and I accept this, because, as I said, I had a hand in processing this proposal, that we have the competence to manage the largest jute mill in the country. Now, why should that competence, why should that managerial talent, be used only to manage the mills, jute mills, after the private-owners have sucked them dry of everything that exist in them? You are taking over to-day this mill. You are managing 6 or 8 other mills partly through the Central Government and partly in collaboration with the State Government and you have now profit-making mills in the hands of the private sector and losing mills, losing because of mismanagement and because of diversion of funds, being taken over by the State sector. Firstly, all those who are responsible for mismanagement and for this cheating—they never come anywhere near to being prosecuted. Because the laws are not meant to prosecute them. The laws are meant to prosecute pick-pockets. You pick-pocket five paise, let any one just now pick-pocket five paise outside the Parliament House. He will be picked up, taken to the Police Station and if he is not very lucky, he will be beaten to death. Anything will happen to him. But, here are people who pick-pocket, literally pick-pocket crores of rupees as in the instant case and at the moment in the country, hundreds of crores of rupees, as Mr. Daga has rightly pointed out. I think the total amount of money which is in the hands of industrialists who are running sick industries to-day, who have declared themselves sick to-day or industries which are in the sick list to-day is over a thousand crore of rupees, by the latest count.—A thousand crore of rupees. These mills for all purposes, in the words of the Minister himself and words which I have no hesitation in endorsing, have been indulging in mismanagement, have been indulging in diversion of funds. While their in-

dustries continue to lose, they continue to make money. They are the ones, as I said, who are in the Five-star hotels day in and day out, waste this money or are utilising this money or are spending this money. So, why not, now that we have come to this conclusion that we are taking this over, the government come forward with a proposal that the entire jute industry be taken over? The expertise and the management capabilities that we shall be demonstrating in administering this largest jute mill in the country, could definitely be utilised to administer the entire jute industry. After all, today the Government is the biggest textile mill-owner—the National Textile Corporation. A hundred and eleven mills, apart from the mills taken over from the Swadeshi Mills which is another six. That makes it 117 mills. But the National Textile Corporation is to-day administering 111 mills in the country. The National Textile Corporation is to-day responsible for producing 25 per cent of the cloth that is produced in the organised sector in the country to-day. The NTC has acquired the expertise, the managerial expertise particularly. Now, the NTC has emerged as the country's largest textile mill-owner, as the country's largest textile mills employer with almost 150,000 workers to-day. Why is that we cannot have a National Jute Mills Corporation just like the National Textile Corporation? I would therefore, like the Minister to come forward with his views on this or with the government's views on this.

Now that the first step has been taken to nationalise the largest single jute mill in the country, the next inevitable step of taking over the entire jute industry would be taken by the government. When I make this point, I would once again reiterate this—that the jute industry is to-day making a colossal profit. So why should the private sector of the jute industry continue to make colossal

profits through mismanagement, through diversion of funds and create conditions where this government is left with their sick babies—which is a proposition that is patently absurd? I believe that the Government must now come forward with legislation and take a positive decision.

Sir, the Finance Minister replied to the budget the other day and he said how the public sector undertakings are now going to be specially investigated. They are going to be investigated by a Member of the Planning Commission. How competent he is to investigate the public sector enterprises is a question on which, I am sure, the Government would, at some point of time, have to come to grips. But, I think it is a question as to how they will have to come to grips about the competence of a man who has been asked to investigate into the sickness of the public sector units. This is one of the sickest units which he was administering as head of the public sector unit. That I shall discuss at some other time. Perhaps, when the Industry Ministry's Grants come up before the House, we shall discuss that. Government has to come to a conclusion at some other point of time while discussing the working of the public sector units. Government has to come to the conclusion after examining the units case by case. It is a good thing provided you have the good people to do that. Asking the wrong man to do the right job is getting that job not done at all. But, if we have or if the Government has reached this point where you are going to examine the functioning of the public sector units, why not identify at least 100 or 150 private sector units also and find out how exactly they are working and how they are siphoning away the funds and how they are causing losses to the exchequer. Associate the workers also and identify another Member of the Planning Commission if you please or you have

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any agency. But, this also be done because it is the sickness of the company which is now the main reason why this Bill has now come up before the House. This is something which has got to be dealt with very seriously. I hope the Government will have something very positive to say on this also.

Lastly, one other point is this That refer to the jute growers. The jute industry is the largest profit-making industry in the country. The jute grower, the poor farmer, is among the poorest of the poor farmeres, in our country. How long his dichotomy is going to remain. Of course, the Jute Corporation of India is there. I think this is also a sick boby. I am sorry to say this. It has also all the hades of sickness. Whether it is the Jute Corporation or some other agency, to me it is not the agency that is important here but it is the jute growers' problems that need to be identified. The money that the jute industry is making, a part of the money, a substantial part of it, must go to the jute growers. I hope the Government will, while considering various problems of this industry, give special attention to the problems of the jute growers. find out the ways and means by which it is possible to see that the money which this industry is today generating in the ultimate analysis goes to the workers, to the consumers and primarily to the jute growers. Thank you very much.

SHRI ANANDA GOPAL MUKHOPADYAY (Asansol): What happened to your proposal to take over the TISCO? Why did you change your mind?

SHRI GEORGE FERNANDES: If I were in Government, I would answer your question provided you are here. (Interruptions).

MR. CHAIRMAN: Mr. Ram Gopal Reddy.

SHRI M. RAM GOPAL REDDY (Nizamabad): Sir, Mr. Mukherjee, has correctly diagnosed the disease, as a good doctor, the sickness of the company and he has taken it over.

Apart from mismanagement and diversion of funds, the important cause of sickness in the jute industry is the outmoded machinery that we are having in this country. In Bangladesh, the factories that are there are all now new ones that had come up after 1947. Our jute industry is the oldest one and, unfortunately, there is one Lagan & Co. which is producing only the old type of machinery which it has been supplying to the mills in this country thereby keeping our industries backwards.

Fortunately, previously, when the Minister was in Government, at that time, he used to encourage our local people to start manufacturing of jute machinery, and now we are getting ultra-modern machinery. Now, I request the Minister to arrange for the speedy manufacture of the machineries and supply to these mills which are sick and may be so many may become sick in the near future. Such factories should be modernised on top priority and sufficient funds should be provided for the industry to modernise itself and expand. For that there must be some watchdog company over the funds that are being given to them by the banks so that they may correctly utilise them. In case any industry fails to utilise the moneys properly, it must be immediately taken over what ever may be the results.

Sir, there are many factories who have not paid the dues to the jute producers. On the basis of the Land Revenue Recoveries Act the moneys due to the jute growers should be got paid so that they may produce jute in future. If jute growers are not

properly treated, there may be a famine of jute and production will suffer.

Sir, this is an item which is earning lot of foreign exchange and we should not play with this industry and, I hope, the Minister will take concrete steps in time to prevent the spread of sickness in the Industry.

THE MINISTER OF COMMERCE AND STEEL AND MINES (SHRI PRANAB MUKHERJEE): Mr. Chairman, Sir, I am grateful to the hon'ble Members who have participated in the discussion and by and large, Sir, they have extended the support to the nationalisation of this Unit.

Sir, certain basic issues have been raised and one such issue has been raised by Mr. Fernandes who had the experience of being in the Government and reviewing very closely how our industrial undertakings in private sector operate. I entirely agree with him what that we have the managerial capability and, in fact, some times we should feel proud of it. We should be proud of our performance in the public sector even in managing the sick units. He has mentioned about the NTC and, perhaps, when all these sick mills were thrown by the private owners that these are nothing but junk the management in the public sector was in a position to improve their situation and at least today we can say they have reduced the losses of the companies which were practically completely finished and ruined under the private management. Therefore, I entirely agree with him that we have the management—if we can manage 117 textile mills which were all sick and all thrown out—to manage certain other sectors of the economy also. But he himself is aware that it is not merely that we are not going to take the decision on nationalisation as we do not have the managerial abilities, here are certain other reasons also which he is well aware of due to

which it could not be implemented and which he could also not take during the period when he was in government. In the matter of nationalisation and measure like that I can neither jute take the decision and announce it on the Floor of the House nor will I react to the suggestion of Shri Niren Ghosh. We have to take the decision and there should be an element of surprise about it. Therefore on the question of the larger issue of jute nationalisation, I would not like to respond but I agree with Mr. Fernandes and others that we have the managerial capabilities and we have efficiency to manage this sector like many other sectors. In regard to the sickness of the industry, particularly there are no two opinions, and everybody in this House, I am sure, will agree that a unit becomes sick but the owners of the unit never become sick. This is what happens. The unit becomes completely ruined. But the owner of the unit goes on flourishing. What is the particular mechanism through which we can control it, Sir? It is no use saying 'You allow it to become sick; thereafter you inject money from the public sector.' and be accountable to all these things, and be always at the receiving end, particularly in regard to criticism from Members of Parliament. Such a thing should not happen. No Government would like to do that. It is therefore that we must evolve a strategy by which at least we can identify the sickness at the early stage itself and take corrective, remedial measures.

Therefore, in this regard, certain measures were initiated. One is regarding representation by the financial institutions. Unfortunately from our experience we have found that this is not a good enough, fool-proof measure. The shares are controlled by the public financial institutions; they have representation in the Board of Management, sometimes even they have majority in the Board of Man-

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agement, but all the same, in spite of this, one or two people who are charged with looking after the interest of the company, the owners of the private sector, are in a position to manage the whole thing as they like. Therefore we must evolve a strategy. We must evolve a mechanism, which we can have elective control over these units, which are already assisted by the public sector financial institutions.

Therefore, at the earliest point of time, the sickness should be identified, diagnosed and proper remedial measures should be taken.

Then, the hon. Member, Shri Daga was keen to know the amount of secured loans. I can give him the figure in this regard, both in regard to pre-take-over and post-take-over.

In pre-take-over period the secured loan amounted to Rs.649.83 lakhs. In post-take-over period it amounted to Rs. 679.64 lakhs. On the date of nationalisation the asset of the company was this. The net Depreciated value of fixed assets was Rs. 398 lakhs and current assets Rs. 600 lakhs, and this total was roughly, Rs. 10 crores.

Mrs. Geeta Mukherjee asked: Why was the unit taken over when they were making some profits? She mentioned the months of November, December and January. It is true that they earned some profits in those months but again in April they started incurring losses. And as I have already explained, one of the major reasons for nationalisation was that the financial institutions were not in a position to inject fresh capital into it. Interest-free loan to the tune of Rs. 2 crores was involved. The entire package outlined by the IDBI for the reconstruction of the unit would entail a huge involvement of

money. Governments has to decide what to do when investing so much amount without nationalising it completely. But my friend Mr. Niren Ghosh does not find any logic in it. Unfortunately he brings in all sorts of things. He even went to the extent of saying this: As Mr. Ramnath Goenka took a particular stand against the President of the Ruling Party, that is why we have nationalised it. Sir, at the very beginning of my speech I had indicated at length how this was a legitimate follow-up action of the earlier Government. Even, as I said, the former Minister had himself endorsed it. It is he who took the initiative. And if Parliament was in session, it would have been nationalised. It could not be nationalised because the Lok Sabha did not continue its full term and it collapsed. As can be seen from the position which I have narrated just now, it is a right type of action which was undertaken and there is no use going on saying like this.

In regard to the efficiency or inefficiency, I would not like to go into that aspect as also whether the Commerce Ministry is an instrument for collecting funds for the ruling party as my colleague, Shri Ananda Gopal Mukhopadhyaya, has given him a fitting reply in that matter. I also come from the State from where the hon. Member comes and I know what is the mechanism and who makes the funds. Let us not go into that aspect. (Interruptions). In regard to the efficiency, one of the major constraints, not merely in the jute sector, but in every sector in West Bengal is the non-availability of power. In the last three months if you see, you will find that in every region there has been at least a marginal improvement so far as power generation and distribution is concerned, but so far West Bengal is concerned, for the last three years nothing has been done and if those people come and talk of efficiency by naming the person and saying that Mr. B. C. Mukherjee is a

worthless person....(Interruptions)

Yes, something has been done; it has gone from bad to worse. Instead of having load shedding for 10—12 hours a day, we are used to have a load shedding of 22 hours now-a-days. Therefore, something has been done. It is no use pinpointing that Mr. 'X' is an inefficient officer. It is Mr. 'X' who was appointed on the recommendation of your Government. Do you know that? Mr. B. C. Mukherjee was your Food Secretary, and he was one of the officers highly certified by the second United Front Government in 1969....

(Interruption). Somebody has to be appointed. I would have been happy if Mr. Niren Ghosh is prepared to take the responsibility of managing the Jute Corporation of India in a better manner, but for managing these offices we take the advice of the State Government wherever it is located. The State Government which is running the West Bengal Government today does not belong to our party. We are guided by their advice. Even last time when the Chief Minister of West Bengal came here. I had a discussion with him and I sought his suggestions and told him that whomsoever he felt that he could manage the unit in a better manner, I was prepared to accept it.

The Jute Corporation of India has its limitations because of certain reasons and because of the peculiar circumstances. I admit that the Jute growers are denied of their rightful place, they are denied of the remunerative price. Not to speak of that, even they are denied the minimum support price which is due to them. But what should be the mechanism and in what manner we can improve the situation. Therefore, I have suggested to the Jute Corporation of India that they must not create a situation in which there is a panic, there is a psychology that the jute prices are going to crash. The objectives cannot be achieved by merely advocating that they go on monopoly purchases.

If you have the capacity, necessary infrastructure, you have the capability to have monopoly purchases, then go ahead, but it takes time....(Interruptions). Therefore, what I have suggested on the floor of the House on other occasions also is that we will see that the prices do not crash and the growers are not denied their rightful place. At least in one area, we are formally committed that we will not allow the prices to go down below the minimum support price prescribed by the Agricultural Price Commission....(Interruptions).

Mr. Choubey, even you were not in a position to give them the minimum support price. Let us understand the reality. You have not the capacity; you have not the necessary infrastructure, you have not the necessary storage capacity, and, therefore, let us not go into these aspects. I know what type of arrangement is there, what type of administration is there, but I can assure the hon. Members of this House that whatever is possible, Jute Corporation of India will do to procure the raw jute, to see that the prices do not crash and the growers get at least the minimum remunerative price. I wish they get much more, but at least the minimum remunerative price should be ensured.

With regard to the point, viz. whether we should nationalize the other taken-over mills, i.e. whether we can nationalize them or we can have some sort of organisation—these are the suggestions. And I can tell the hon. Members that any important suggestions that they may give, about what they feel should be done to improve the lot, will be given due consideration. But the very nature of these propositions is such that even if we have to nationalize a particular unit surely I cannot say "I am going to nationalize unit A or B." It is not possible. But so far as this particular unit is concerned. I hope it is possible, by injecting fresh money and by providing

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the necessary capabilities, to make it viable, and to ensure that the investment that we make gets a return.

In regard to modernisation, there too it is a very funny position. I have no sympathy for any of those people who indulge in all sorts of wrong practices. In fact, at the annual meeting of the Indian Jute Mills Association, I took them to task and told them: "It is because of you that the jute industry has come to a situation like this." Here too, one of the major reasons for the present situation is that all the machines have become obsolete.

Sir, you will be surprised to know that here too, the textile industry has taken the opportunity to avail of the soft loan from IDBI. But the jute industry has not availed of the opportunity. So, I entirely agree with Mr. Reddy that unless we modernize our machines and unless we change our product-mix and diversify the product-mix, it will not be possible for us, merely by going on in the traditional way to make the industry economically viable and stand on a sound footing. Certain arrangements have already been made. The textile industry has taken the opportunity of it. They have taken the soft loan from IDBI, which was introduced in the budget of 1976-77. But, unfortunately, the jute industry has not taken the opportunity to avail of it. But we have to see that they do it, and that the jute industry is modernized.

With these words, I request the hon. Members to approve this.

MR. CHAIRMAN Will Mr. Shamanna like to reply?

SHRI T. R. SHAMANNA: At the outside, I wish to say that my giving a statutory resolution does not mean that I oppose the scheme for taking over the jute mill. What I am concerned about is the fact that national-

ization is a final remedy to be adopted when we want to take over a sick institution and give life to it. What I meant here was to say that sufficient preparation and proper groundwork had not been done to see that a good and big institution is taken control of. Firstly, I asked what action has been taken against those persons who mismanaged the whole thing and brought this good concern to this state. Whatever action has been taken has not been stated here. Secondly, I said "Government took over their management 4 years back. During the last 4 years, what improvement has been made?" That was necessary to be stated here. A big mill is going to be taken over. And it is the first jute mill to be taken over. And the other mills are equally in a position to be taken over. Therefore, I just wanted that all proper arrangements should be made, and proper managements should be there. If a sick unit is to be made to get life, it is very necessary that proper injections should be given. What all has been done, has not been explained clearly. And it is to see that the institution survives and is made profitable and made fit to serve the industry and labour that I moved this resolution. This should be taken into account. It is all what I wanted. Even now, I feel that before Government takes over such institutions, every aspect of that step should be studied, so that a strong, healthy and useful institution is built up. It is with that idea that I moved the resolution.

MR. CHAIRMAN: I shall now put Shri T. R. Shamanna's Statutory Resolution to the vote of the House. The question is:

"This House disapproves of the National Company Limited (Acquisition and Transfer of Undertakings) Ordinance, 1980 (Ordinance No. 4 of 1980) promulgated by the President on the 27th April, 1980."

The Resolution was negatived.

MR. CHAIRMAN: Now I shall put the motion for the consideration of the Bill to the vote of the House. The question is:

"That the Bill to provide for the acquisition and transfer of the undertakings of Messrs. National Company Limited with a view to securing the proper management of such undertakings so as to subserve the interests of the general public by ensuring the continued manufacture, production and distribution of articles made of jute, which are essential to the needs of the economy of the country and for matters connected therewith or incidental thereto, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN: Now we shall take up clause-by-clause consideration of the Bill. There are no amendments to clauses 2 to 35. The question is:

"That clauses 2 to 35 stand part of the Bill,"

The motion was adopted.

Clauses 2 to 35 were added to the Bill.

The Schedule

MR. CHAIRMAN: Now there are three amendments to the Schedule—two amendments by members and one amendment by the government.

SHRI NIREN GHOSH: I beg to move:

Page 15, line 43,—

after 'fund' insert—

'gratuity, leave, wages dues and any other dues for which workers are entitled.' (1)

Page 16, line 8,—

add at the end—

"and loan amount due to Jute Corporation of India" (2)

SHRI PRANAB MUKHERJEE: I beg to move:

Page 16, line 1,—

after "Life Insurance Corporation of India"

insert—"and any other amounts due to employees." (3)

In fact, the amendment in regard to gratuity, leave, wages, dues and any other dues for which workers are entitled, this amendment the hon. member wants to move. In fact, the amendment which I am proposing to move has accepted the entire thing and I have put it simply in a different wording. It is like this: "And any other amounts due to employees." After LIC, I am putting the words: "And any other amounts due to employees." Therefore, it will serve your purpose which you have spelt out, (*Interruptions*) because it has been legally drafted. Therefore, the whole purpose you have spelt out—"gratuity, leave wages, dues and any other... is covered. I have put it differently to cover all this. The intention of the government is to see that not only it will be like this but every due to the employees will be paid. (*Interruptions*) I will have to see it.

SHRI NIREN GHOSH: We need not go into the debate with the hon. Minister or the government, because he has made a categorical assurance that the same meaning has been conveyed. I only wish that he will make it clear that the report should also not convey any other meaning—The Commissioner and the court. This point should be clarified. Then we can accept it.

SHRI PRANAB MUKHERJEE: As far as my amendment is concerned, I sought the permission of the Chair to move it by waiving all this. That is why I have accepted it. It means

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that it will be accepted by the Commissioner that every due, if the worker is entitled to have, will be given to him.

SHRI G. M. BANATWALLA: (Pon-nani): I am of a point of order. For an amendment, there is a notice period. I do not insist if that period has been waived by you, but what I say is that when we also give notice, the same courtesy should be extended to us. That is all that I wanted to bring to your notice.

MR. CHAIRMAN: I think if the amendment is very important, exception is made in the case of a member.

(Interruptions)

MR. CHAIRMAN: Are you, Mr. Ghosh interested in withdrawing it?

SHRI NIREN GHOSH: Yes. If he accepts, our purpose, then I will withdraw it. If it serves our purpose, then I will withdraw it.

MR. CHAIRMAN: Has Mr. Ghosh leave of the House to withdraw his amendment No. 1?

SEVERAL HON. MEMBERS: Yes.

*Amendment No. 1 was, by leave,
withdrawn.*

MR. CHAIRMAN: Is Shri Niren Ghosh withdrawing his amendment No. 2 also?

SHRI NIREN GHOSH: I have withdrawn only amendment No. 1. I am not withdrawing amendment No. 2. That is completed different.

MR. CHAIRMAN: The hon. Minister has said that the amendment given by the hon. member is the same as what he has moved.

SHRI PRANAB MUKHERJEE: As regards Amendment No. 1, I have

accepted and I have re-formulated it. As regards Amendment No. 2—

“Page 16, line 8,—
add at the end—

“and loan amount due to Jute Corporation of India”

I do not accept. We have to keep in mind that J.C.I. is a commercial organisation and J.C.I. should be treated at par with other commercial organisations. I cannot accept Amendment No. 2. I am opposing that amendment.

MR. CHAIRMAN: The position is like this—you have withdrawn your Amendment No. 1, Mr. Ghosh, with the permission of the House. As far as Amendment No. 2 is concerned, you wish that it should be put to the House.

SHRI NIREN GHOSH: If this Company goes to J.C.I., the amount of Rs. 1 crore or Rs. 2 crores, as I see from the wordings in the Bill perhaps J.C.I. will be deprived of this amount. They will not get back this amount or hurdles will be put in this regard. I want that hurdle to be removed. They give raw jute to the Mill. In exchange that money is due to them. J.C.I. should get back that money. They should not be deprived of that money which is due to them from the mill. That is the purpose of the Amendment.

MR. CHAIRMAN: Amendment No. 2 is not acceptable to the hon. Minister.

SHRI PRANAB MUKHERJEE: It cannot be accepted. You are going to suggest that J.C.I. should be treated separately. It may be under the public sector, but as J.C.I. is a commercial undertaking, it should be treated at par with other commercial organisations.

SHRI NIREN GHOSH: It should not be like that.

SHRI PRANAB MUKHERJEE: I am not accepting that position.

MR. CHAIRMAN: I shall now put Amendment No. 2 to the Schedule moved by Shri Niren Ghosh and Shri Dinen Bhattacharya to the vote of the House.

Amendment No. 2 was put and negatived.

MR. CHAIRMAN: The question is:

Page 16, line 1,—

after "Life Insurance Corporation of India"

insert—

"and any other amounts due to employees," (3)

The motion was adopted.

MR. CHAIRMAN: The question is:

"That the Schedule, as amended, stand part of the Bill."

The motion was adopted.

The Schedule, as amended, was added to the Bill.

MR. CHAIRMAN: The question is:

"That Clause 1, the Enacting Formula, the Preamble and the Title stand part of the Bill."

The motion was adopted.

Clause 1, the Enacting Formula the Preamble and the Title were added to the Bill.

SHRI PRANAB MUKHERJEE: I beg to move:

"That the Bill, as amended, be passed."

MR. CHAIRMAN: Motion moved:

"That the Bill, as amended, be passed."

PROF. N. G. RANGA (Guntur): Sir, I think all sections of the House are unanimous in deploring the manner in which the jute growers have

been exploited by various sections of people connected with the jute industry. At the same time, they are not unanimous in suggesting ways and means by which this can be prevented. One of the things that is being mooted is that instead of expecting the Jute Corporation to find all the funds to purchase all the jute, would it not be better to change the present situation in which the middlemen purchase the jute from the growers and sell it to the Jute Corporation as well as to about a dozen big tycoons who are there, who are either owners of jute mills themselves or are dealing with jute mill owners? The present situation is all in favour of these middlemen and factory owners and works very much against the growers. Therefore, one of the suggestions made now is that the Jute Corporation alone should be allowed to purchase the jute from the growers and sell it to the millowners directly. The millowners should be prevented from purchasing jute directly or indirectly from the growers. I do not know what the administrative difficulties would be in implementing a scheme like this. It is quite possible that the Jute Corporation would not be able to find all the money in time to purchase jute as and when it comes into the market. They may have to stagger the arrivals of jute, in which case the growers would be hard-pressed for finance. If, however, the Jute Corporation as well as the Government of India would have some understanding with the banks as well as the Reserve Bank and also put into force the Warehousing Corporation's provisions and help the growers to keep their jute in reserve for some time, in anticipation of purchase of their jute by the Jute Corporation and find the funds for them, it would be possible to keep as much of the jute as possible with the growers themselves until the Jute Corporation is in a position to find all the funds to pay for it and unit the mill owners are able to purchase it from the Jute Corporation. Some such mechanism

[Prof. N. G. Ranga]

has got to be devised and implemented. Otherwise, the growers cannot be protected at all. If you are to do it this way, how are the growers to be paid? A system has been devised in the south, which is being implemented, but not fully in regard to tobacco, by offering to the growers payment for their produce not at one stage but in 2 or 3 stages, staggering the payment—first 25 per cent, then after two months or whatever the period 50 per cent and finally 25 per cent. If they are able to do it this way with the cooperation of the Warehousing Corporation and the banks, it may be possible for the Government of India to come to the rescue of the growers. In implementing this kind of scheme in all its details they may have to seek the cooperation of the West Bengal Government. Therefore, I would like the Government of India to go into this matter a little more in detail, make a study and come to the House with a suitable financial proposition or scheme to be accepted by the House.

SHRI DINEN BHATTACHARYA (Serampore) Actually I did not want to speak at the third reading stage but some Members provoked me to speak something.

So far as the Bill is concerned, I am in full agreement that this company should be taken over and nationalised. But I have got one apprehension. If you read the Statement of Objects and Reasons, you will find that the main problems besetting the company have been inadequacy of liquidity, poor maintenance of plant and machinery, high interest burden, high wage bill because of surplus labour. Here is the danger. When the Government takes over this Company, the bureaucrats will be in charge of that Company which is nationalised and they will come forward with a

long list of surplus workers. What is the attitude of the Government? What is the policy to be adopted by the Government? Is it not possible for him to make a categorical statement that the workers who were working on the day it was taken over, will be absorbed; nobody will be retrenched or nobody's services will be dispensed with whether he is a clerk or a worker? This should be clarified.

Incidental to this, why are you giving so much importance to ** Shri Anand Gopal Mukherjee? Our Party and our Government because of our alliance with the Janata Party then...

MR. CHAIRMAN: The word 'fellow' has to be expunged from the record.

SHRI DINEN BHATTACHARYA: You are paying Rs. 10 crores to a person who has looted and mismanaged this Company. Why is this compensation? Is there any explanation for that? That point has not been clarified. If any property of a looter or a dacoit is taken over by the Government, is the Government liable to compensate him? In case of real compensation, you do not bother. And you have not bothered here also. The worker who has served the Company for 20 to 25 years, you have not mentioned any compensation for him. Your policy is not to do any good to the workers who worked and would still be working in your management.

MR. CHAIRMAN: At this stage, we can say to why the Bill should be passed or should not be passed. We cannot ask for fresh information from the hon. Minister. This is not the stage.

SHRI DINEN BHATTACHARYA: Why not? While occupying the Chair, you should read all such things.

The main point which has been stressed by Shrimati Geeta Mukherjee

and Shri Niren Ghosh, is that why should the Government not take over these 62 jute mills? It is a boon period for the jute mills. It is the best time to nationalise the jute mills. If the Government take them over and have an efficient management of all those units, I think, Government will do real justice to the jute growers as well as to the people of that part of the country. But Government will also exhibit its *bona fides* that they are to check the looting and the corrupt practices by the big magnates of the big industries.

PROF. N. G. RANGA: In Calcutta?

SHRI DINEN BHATTACHARYA: Why Calcutta? You go to your Andhra and you find so many of them. (*Interruptions*). Why Calcutta only?

This is my humble suggestion. Before concluding, I want to remind Ananda Gopal Mukhopadhyay...

MR. CHAIRMAN: Say, the hon. Member.

SHRI DINEN BHATTACHARYA: ...regarding Ram Nath Goenka. Don't forget ** who has been chosen for the Rajya Sabha seat by the Congress (I).

MR. CHAIRMAN: No, no.

SHRI DINEN BHATTACHARYA: You should remember this.

MR. CHAIRMAN: Please don't name the person who cannot defend himself in the House.

SHRI DINEN BHATTACHARYA: But how he could get? How was the offer made?

MR. CHAIRMAN: That is all right. You have made the point.

SHRI DINEN BHATTACHARYA: They have to answer this. They have given this prized post to him. (*Interruptions*). He is the son-in-law...

SHRI ANANDA GOPAL MUKHOPADHYAY: What about Rs. 180 crores of arrear wages of the workers? (*Interruptions*).

SHRI DINEN BHATTACHARYA: If you want to hear me, I will answer. His clarification is that...

MR. CHAIRMAN: No. You can do it outside the House. (*Interruptions*).

SHRI DINEN BHATTACHARYA: From 1970 onwards this Party was the Ruling Party in West Bengal, and he is now accusing us. (*Interruptions*). Because of this Government, the jute workers, the textile workers, the engineering workers and all the sundry workers got a maximum increase in their wages and they got a human treatment from the Government. He does not know it.

SHRI PRANAB MUKHERJEE: Sir, two points have been made by Mr. Dinan Bhattacharya.

(*Interruptions*)***

MR. CHAIRMAN: These unparliamentary observations will not form part of the record.

SHRI PRANAB MUKHERJEE: Sir, there are two observations which Mr. Dinan Bhattacharya, the hon. Member, has made. One is whether all the employees will be assured of their jobs. I mean those who are on the roll on the day of nationalisation. Sir, he is a veteran trade unionist and he is an old Member of this House. Can he give me a single unit where, after nationalisation, people have been thrown out? Therefore, this is not the question. (*Interruptions*). Here, I can assure him that the workers will not be thrown out of job.

**Expunged as ordered by the Chair.

***Not recorded.

approval of National Co. Ltd. (Acq. and Transfer of Undertakings) Ordinance, and National Co. Ltd. (Acq. and Transfer of Undertakings) Bill

[Shri Pranab Mukherjee]

The second question is in regard to compensation. Even if you have any doubt, I am prepared to give you an assurance, of course for those who are on the roll on the day of nationalisation. I cannot give that commitment for all the time in the past. (Interruptions) for all the time in the past. (Interruptions). In regard to the mode of compensation, can there be any piece of legislation without compensation? It will immediately be struck down by the Supreme Court. We will have to do it and it is on the normal average pattern of nationalisation Bill.

In regard to the point made by Prof. Ranga, Sir, in fact it is the monopoly purchases of a particular group and as I had explained on earlier occasions and while replying to the debate, the Jute Corporation of India is not in a position. They do not have the infrastructure and other facilities which are necessary for it. But on one point I can assure him and that is that as I had already mentioned, I am reiterating, that we shall have to see to what extent they are in a position. Even the last two years stock is there. And we are to provide them a subsidy of Rs. 13 crores and immediately when the question will come, a large number of Members will say: 'How are you running a public sector unit for which you are to provide Rs. 13 crores as subsidy, simply be-

15.00 hrs.

cause they could not dispose of the raw jute which they purchased. All these problems are there. This is not the time or the occasion to discuss them. Only one thing I can say. We shall have to see in what manner we can help the growers so that prices do not crash.

MR. CHAIRMAN: The question is:

"That the Bill as amended be passed."

The motion was adopted.

PROF. MADHU DANDAVATE (Rajapur): Though the discussion is over, I may point out to the hon. Minister that he was using the word "compensation". After the Constitution (Amendment) Bill, if you use the word "compensation", it will mean the just equivalent of the property acquired, i.e., the market value. Therefore, it should have been "amount".

SHRI PRANAB MUKHERJEE: I stand corrected. I am grateful to him for pointing out the legal implications of the word.

15.01 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

—Contd.

REPORTED CLOSURE OF A NUMBER OF INDUSTRIAL UNITS IN DHANBAD COAL FIELDS AREA.—Contd.

श्री चन्द्रदेव प्रसाद वर्मा (आगरा): सभापति महोदय, ये अविलंबनीय लोकमहत्व के निम्नलिखित विषय की ओर उद्योग मंत्री का ध्यान दिलाता हूँ और प्रार्थना करता हूँ कि वे इस बारे में एक वक्तव्य दें:

"धनबाद कोयला खान क्षेत्र में बहुत सी औद्योगिक इकाइयों के बन्द हो जाने जिनके कारण लगभग 10,000 कर्म-कार बेरोजगार हो गये हैं के समाचा समाचार।"

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): Government attaches highest importance to labour not only because...

श्री चन्द्रदेव प्रसाद वर्मा: सभापति महोदय, ये ध्यानाकर्षण हिन्दी में दिया है और मंत्री महोदय हिन्दी अच्छी तरह से जानते हैं।

श्री चरणजीत चानना: सरकार श्रम को केवल उत्पादन का एक महत्वपूर्ण अंग होने के कारण ही नहीं अपितु वह उसके मानवीय पक्ष और श्रमिकों व उनके परिवार के कल्याण को ध्यान में रखकर इसे अत्यधिक महत्व देती है।

MR. CHAIRMAN: Are you finding it difficult?

SHRI CHARANJIT CHANANA: It is not clear. I can read in English.

MR. CHAIRMAN: I am allowing the hon. Minister to read the state-

ment in English. Translation arrangement is available.

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): Government attaches highest importance to labour not only because it is a crucial factor of production but also because of the human factor and the welfare of workers and their families. The Prime Minister in her discussion with Trade Union Leaders has clearly stated Government's positive position regarding the role of labour.

The Ministry of Industry has not received any written report from the State Government of Bihar regarding the closure of 45 industrial units in the coal fields area of Dhanbad leading to unemployment of more than 10,000 workers.

However, information made available on the phone by Bihar Government indicates that some 16 units involving about 7000 workers have been under closure. But in respect of two of these namely, Valley Refractories and Mason Ceramics involving about 2000 workers agreement for restarting the factories has already been reached. Additional details in regard to the causes of closure, the problems faced by the units and action taken by the State Government are still awaited.

Apart from this, in June 1979 the Government of Bihar had forwarded information regarding the closure of about 136 units in that area involving total employment of about 2400 or so. Majority of these units were very small in term of employment, the largest unit of these having employment of 700 workers. The Bihar Government has taken up the question of reviving some of these units and a Special Committee of the State Government is going into this matter in detail.

श्री चन्द्र देव प्रसाद वर्मा : सभापति महोदय, अभी उद्योग राज्य मंत्री जी ने बताया कि सरकार श्रम को केवल उत्पादन का एक महत्वपूर्ण अंग होने के कारण ही नहीं, अपितु वह उस के मानवीय पक्ष और श्रमिकों व उन के परिवार के कल्याण को ध्यान में रख कर इसे अत्यधिक महत्व देती है। ये सारे के सारे काम विपरीत दिशा में चले जा रहे हैं, न इस से श्रमिकों का कल्याण हो रहा है और न उत्पादन ही बढ़ रहा है।

पुनः उन्होंने कहा है कि उद्योग मंत्रालय को बिहार राज्य सरकार से धनबाद के कोयला फील्ड क्षेत्र में 45 औद्योगिक एकक बन्द हो जाने के फलस्वरूप 10 हजार से अधिक कर्मचारियों के बेरोजगार होने के सम्बन्ध में कोई लिखित सूचना नहीं है, लेकिन ये आशिक रूप में क्या मानते हैं

सभापति महोदय : आप सवाल पूछिये।

श्री चन्द्र देव प्रसाद वर्मा : मैं उसी पर आ रहा हूँ। उसी की भूमिका पर बोल रहा हूँ, उस के बगैर सवाल बनता नहीं है।

मैं यह कह रहा हूँ कि 16 इकाई जिन में लगभग 7 हजार कर्मचारी कार्य कर रहे थे, बन्द हो गए हैं। यानी इस का मतलब यह कि आशिक रूप से इसे सरकार मानती है। मैं सरकार से यह पूछना चाहता हूँ कि श्रमिक विवादों के चलते और इस विवाद के चलते लाखों एवं मध्यम श्रेणी के उद्योग बन्द हुए हैं और लगभग एक करोड़ 50 की क्षति हुई है।

(ख) क्या बन्द होने वाली सब से बड़ी औद्योगिक इकाई—बुमार धूली इंजीनियरिंग वर्क्स, जहाँ 3 हजार से भी अधिक व्यक्ति काम करते थे। क्या इन कारखाने के बन्द होने का मुख्य कारण श्रमिकों का केवल वेतन-भुगतान न होना था या इस के बन्द होने से सरकारी ऋण की लगभग 18 करोड़ रुपये की अदायगी रुक गई और इस के अतिरिक्त 1 करोड़ रुपये विपत्ती बिल तथा 37 लाख रुपये बिक्री कर पर सरकार का बकाया है ?

सभापति महोदय : इस में आप एक प्रश्न पूछ सकते हैं ?

श्री चन्द्र देव प्रसाद वर्मा : मैं (क), (ख), (ग) के रूप में पूछ रहा हूँ।

श्री रामानन्दर शास्त्री (पटना) : ऐसा बराबर होता रहा है। इसी तरह से प्रश्न पूछे जाते हैं।

सभापति महोदय : आप जब उत्तर चाहते हैं तो ऐसा प्रश्न पूछिये जिस पर डिस्कशन होता है।

श्री चन्द्र देव प्रसाद वर्मा : (घ) बिहार सरकार ने इस क्षेत्र की लगभग 136 इकाइयाँ बन्द होने के बारे में जून, 1979 में सूचना दी थी। क्या ये इकाइयाँ भी इसी में शामिल हैं अथवा नहीं? विशेष समिति से जांच करा कर क्या भारत सरकार तत्काल मजदूरों को राहत देने देगी और शीघ्र अत्यधिक उत्पादन करेगी?

SHRI CHARANJIT CHANANA: As regards the hon. Member's question relating to an individual unit, Kumar Dhuli Engineering Works, where he says the number of workers are 3000 and he has informed the House about the loss accruing to the extent of Rs. 1 crore, I do not know the basis of his calculations. My information says that the number of workers employed in this unit is 2400.

About this particular thing, first of all, the hon. Member is presuming only one cause for the closure of these units. I will not be able to challenge that particular thing. I would only say that labour unrest or denial of the rights of labour can be one of the important causes. But, as I have submitted in my statement also, without getting the detailed information which is being collected, I shall not be able to tell you the reason for the closure of these 16 units. I have already submitted that we are getting details about them and then only I will be able to tell you the causes for the closure of these units.

Then, the hon. Member talked of the June, 1979 statement, whereby he talked about the close of 136 units. In fact, about these particular 16 units, I have not been able to compare with 136 units—these 16 units might be a part of them or might not be a part of them. I have asked for details about all these units also from them. It will be only after all those details are with me that I shall be able to reply to my hon. friend's question in detail about these units.

SHRI A. K. ROY (Dhanbad): I have got a point of order, Sir. It arises from the fact that whenever we give a Calling Attention notice, the entire House expects that the Minister will come out with all the detailed information and that he is equipped with all the information. But if the Minister comes and says that he has not got full information, only some telephonic information from Patna, then, I feel that in such a case, the Calling Attention notice should be postponed and the Minister should be allowed to get all the information to enlighten us about the matter. In every alternate sentence, he is telling us that he does not have the details. He cannot tell us like that.

MR. CHAIRMAN: Rule 197 says that a question can be asked. The hon. Member has asked so many questions. Simply by saying (a), (b), (c) and (d), all those questions do not become one question.

Secondly, a Calling Attention notice does not involve a full-fledged discussion of the topic. When you are going to discuss the Demands for Grants relating to the Ministry of Industry and the Ministry of Labour in the House, it would not have been necessary to discuss all those things here.

So, my ruling is that a Calling Attention notice does not mean a full-fledged discussion. You have to ask a pointed question and get a pointed answer. If it is not within the ambit of the Calling Attention notice itself, the hon. Minister can very well say that he is not having the information and the information cannot be given to the House. If the hon. Member wants, he can meet the Minister and get information outside. He can get the information in any other form.

SHRI A. K. ROY: I am not questioning the worth or merit of your ruling but, as I have said, this House also cannot expect that in every alternate sentence the Minister should say 'I am not in a position to furnish the details'.

MR. CHAIRMAN: That is not a point of order. You are wanting the Minister to reply in your own fashion. . .

SHRI A. K. ROY: It is no fashion. . .

MR. CHAIRMAN: My ruling is that it is not a point of order.

श्री रामावतार शास्त्री (पटना) : सभापति जी बिहार खनिज सम्पदा का भंडार है। यह अफसोस की बात है कि वहां दिमम्बर महीने से इतने मजदूर बेकार हैं। जिन में वे मजदूर बेकार हैं उन में से कई कारखानों के नाम अखबारों में छप चुके हैं जिन में कुमार धुबो इंजीनियरिंग वर्क्स भी है। उस के तीन हजार मजदूर बेकार हैं। झरिया फायर ब्रिक के पांच सौ, जामडीह इंजीनियरिंग वर्क्स के पांच सौ, मैथन सेरामिग वर्क्स के छ सौ, धारी रफ़िक्ट्री के माडे छ सौ और वराकर फ़ैक्ट्री के पांच सौ बेकार हैं। यह रिपोर्ट अखबारों में छपी है लेकिन मंत्री महोदय के पास यह रिपोर्ट नहीं है। इस से भी अफसोस की बात यह है कि बिहार सरकार भी इन्हें रिपोर्ट या खबर नहीं देती।

खैर, तो मैं यह जानना चाहता हूं कि वहां जो झगडे चल रहे हैं और 45 कारखाने बन्द हैं, मुख्य रूप से इंजीनियरिंग और रफ़िक्ट्रीज, ये दो तरह के कारखाने जो हैं इन के बन्द होने का कारण क्या वहां मजदूरों के लिए वेज बोर्ड नहीं लागू करना है? वहां इन के लिए वेज बोर्ड बने हुए हैं फिर नये वेज बोर्ड बनाने की तैयारी चल रही है। लेकिन जो वेज बोर्ड बने हुए हैं उन के फ़ैसले लागू नहीं किये जा रहे हैं। वह इस लिए नहीं किए जा रहे हैं कि मालिक अपने मजदूरों की पूरी सूची नहीं रखते। दस प्रतिशत मजदूरों की सूची रखते हैं बाकी को रजिस्टर पर दिखलाते ही नहीं। यह सारा घपला होता है। जब वहां वेज बोर्ड बना हुआ है तो मैं जानना चाहूंगा कि सरकार अब तक वेज बोर्ड को लागू करवाने में क्यों नाकामयाब रही? सेबर डिपार्टमेंट ने कोशिश की। सुना है कि मंत्री जी को खबर नहीं है।

सभापति महोदय: शास्त्री जी ऐसे नहीं पूछा जा सकता है। माफ़ करना यह बहुत डिटेल्ड है। इस प्रकार से कालिग अटेंशन में प्रश्न नहीं किया जा सकता। मुझे बड़ा दुःख है। (व्यवधान)

श्री रामावतार शास्त्री : तो किस तरह से पूछूं ?

सभापति महोदय : इस तरह से तो पूरा डिस्कशन हो जाता है, पूरी डिबेट हो जाती है।

श्री रामावतार शास्त्री : यह तो एक नयी परिपाटी लागू की जा रही है।

श्री राम बिलास पासवान (हाजीपुर) : पहली परिपाटी जो चली आ रही है उस के अनुसार 40 मिनट तो देने हैं।

सभापति महोदय : आप बेशक इस के लिए रुस्त चेज कर लीजिए।

श्री राम बिलास पासवान : सवेरे बारह से एक बजे तक कालिग अटेंशन चलता है। (व्यवधान)

SHRI GEORGE FERNANDES (Muzaffarpur): A calling Attention normally takes half an hour, and there are Calling Attention motions which have taken forty five minutes also. This is an accepted convention.

MR. CHAIRMAN: I do not quarrel with that, but there are other important matters also to be attended to (Interruptions).

Then, in that case, you should change the rules.

श्री रामावतार शास्त्री : (व्यवधान) आप के कहने से मैं यहां नहीं आया हूं न आप के कहने से बोलने वाला हूं। आप कृपा कर सुन ले। इस से जल्दी हो जाएगी। अगर आप अशांति पैदा कीजिएगा तो इधर से भी अशांति होगी। अगर आप लोग बोलने में रुकावट डालते रहे तो हाउस नहीं चलेगा। यह बात साफ़ तौर पर समझ लीजिए।

बहुत सफ़ाई के साथ समझ लीजिए।

श्री आरिफ़ मोहम्मद ख़ां (कानपुर) : हर चीज़ नियमों के अनुसार होनी चाहिए। आप नियम जानते हैं तो हम लोग जो बिना नियम जानने वाले आये हैं, उनको भी काम करने दीजिए जिस तरह से आप बोल रहे हैं इसको क्या आप अच्छा समझते हैं —

श्री रामावतार शास्त्री : अच्छा नहीं समझते तक उनको बोलिये। ये नए आए हैं, इनको अभी तजुर्बा नहीं है, माफ़ करिए।

श्री आरिफ़ मोहम्मद ख़ां : इसीलिए हम कह रहे हैं कि आप थोड़ा नियमों के अनुसार बोलिये।

[श्री आरिफ मोहम्मद खां]

आप ही नियमों के अनुसार नहीं चले तो हम आप से क्या सीख पाएंगे ?

श्री रामावतार शास्त्री : ऐसे लोगों को मैं वरदाष्ट नहीं कर सकता हूँ जो आप आपका बट डालना शुरू कर देते हैं। अगर आप यही चाहते हैं तो हो जाए, कोई बात नहीं है।

समापति महोदय : इनको मुझे एड्रेस करने दीजिए।

श्री रामावतार शास्त्री : वह कहाँ एड्रेस कर रहे हैं ?

श्री आरिफ मोहम्मद खां : पहली दफा चुन कर आए हैं तो इसका यह मतलब नहीं है कि मुझे बोलने का अधिकार नहीं है और न इसका यह मतलब है कि मुझे कम समय मिलेगा और श्री रामावतार शास्त्री जो कई दफा चुन कर आए हैं तो उनको अधिक समय मिलेगा या वह नियमों के विरुद्ध भी बोलेंगे। नियमों के अनुसार बोले। गैर संसदीय भाषा का इस्तेमाल न करें। आप रोजाना की प्रोसीडिग्स की उठा कर देखें कि कितना इंटरवेंशन ये करते रहे हैं। कितनी बार श्री प्रणव कुमार मुखर्जी साहब की स्पीच में श्री घोष और श्री रामावतार शास्त्री ने इंटर-वेंशन किया है। हम एक बार करते हैं तो ये नाराज हो जाते हैं। इतनी जल्दी इनको नाराज नहीं होना चाहिए।

श्री रामावतार शास्त्री : आपको बीच में बोलने का कोई अधिकार नहीं है।

श्री आरिफ मोहम्मद खां : हम भी यहां पर बोलने के लिए आए हैं।

श्री रामावतार शास्त्री : बाधा डालने की कोशिश न करें। आप मुझे रोक नहीं सकते हैं। समापति महोदय से बात करिये।

श्री आरिफ मोहम्मद खां : ये जो आप धमकियां दे रहे हैं इन धमकियों में कोई नहीं आएगा।

समापति महोदय : आप बोलिये शास्त्री जी और इधर से जाने दीजिए। यही अच्छा होगा। उधर न जाएं....

Please change your angle.

PROF. MADHU DANDAVATE (Rajapur): Being a leftist, how can he go like that?

MR. CHAIRMAN: The unparliamentary language or words will not form part of the record.

श्री रामावतार शास्त्री : मैं यह जानना चाहता हूँ कि बेंज बोर्ड का जो फैसला है उसको लागू करवाने के लिए सरकारने कौन सी कार्रवाई की है ?

क्या वहां की सरकार के लेबर डिपार्टमेंट ने कोई इन्क्वायरी कमेटी बिठाई थी और उसके बाद मालिकों को यह आदेश दिया था कि आप कारखाने खोलिये और मालिकों ने कारखाने खोलने से इन्कार कर दिया था ? इसके बारे में सरकार ने बाद में क्या कार्रवाई की ?

क्या सरकार ने कोई स्क्वायर्स कमेटी बनाई थी जिस के चेयरमैन धनबाद के डिप्टी कमिश्नर थे और उस कमेटी ने कोई रिपोर्ट दी थी और यदि हां, तो उस रिपोर्ट पर कौन सी कार्रवाई की गई ?

क्या यह सच है कि मजदूर जो बेकार हैं उनकी मजदूरी का डेड करोड़ क्या बताया गया है ? अगर यह सच है तो सरकार ने मजदूरों की यह बकाया राशि दिलवाने के लिए कोई कार्रवाई की है ?

कारखाने खोले जायें और बंद हथार में ज्यादा मजदूर आगे भुखों न मरे, इस के लिए क्या सरकार ने कोई सरकीव सोची है और अगर सोची है तो मेहरबानी करके मंजूर होना दे।

SHRI CHARANJIT CHANANA: The five questions asked by the hon. Member—I may say the five parts of the one question asked by the hon. Member because he may object to it—relate to (1) that the hon. Member is very unhappy on my not being able to supply the details of the units. The hon. Member may kindly note down the names of the units. About 16 units information has come to me which is as follows:

1. Valley Refractories	1000
2. Mason Coramics	1000
3. Chirkunda Rolling Mills	Not available
4. Kamardhubi Engineering Works	2400
5. Vinod Hard Coke	100
6. Nirsa Refractories	250
7. Bajna Refractories	250
8. Barakar Engineering Works	600

9. Jharia Firebricks	500
10. Kharkhari Firebricks	600
11. Gode Engineering Works	100
12. Jamadoba Engineering Works	275
13. Leeds Refractories, Mugma	150
14. Bihar Cement Products	25
15. Modern Refractories	100
16. Sen Gupta Refractories	150

This is the information I have got from the State Government of Bihar on telephone. The only way between the time of the receipt of the call attention notice and the time I can get this information collected is through the telephone. I have also added one sentence in the statement that we are still expecting details from the Government of Bihar. We are not closing this chapter with the calling attention notice at all. The chapter is still open and we will give due attention to the whole issue.

The second question the hon. Member asked me is about the implementation of the Wage Board award and he wants the details, probably unit-wise. The unfortunate thing is that this relates to the Ministry of Labour and this does not fall in the call attention motion directly. So the information may not be available this way. My suggestion to the hon. Member is that this may be referred to the Labour Ministry.

About the screening committee of the labour, I have already referred to that; the Bihar government has taken up the question of reviving some of these units. This was in the year 1979. The committee was formed in 1979. It operated, if at all it did operate, only in that period. I have already requested the government of Bihar to do a post-mortem of this

and see what was done and what was not done. Now, in fact, in the other House the question of a committee under the chairmanship of the District Magistrate was raised. We have referred this question to them and I can appreciate the impatience of the hon. Members. But, unfortunately, the time gap has to be there between the time that we raised the query and the reply I got from Patna through Dhanbad or from Dhanbad direct.

Now the hon. Member has talked about—I will call it (d) and (e) if he objects to my calling them (4) and (5)—unemployed workers and their dues to the extent of Rs. 1.50 crores. He has told me that the factories were asked to be opened and then they probably did not open. In fact, I can only tell him that the indication is that the State government is already trying to see that the factories are opened. I have given you one instance of two factories which have already been opened and I have given the names also. In fact, the Chief Minister told me that in respect of a third factory they are trying to bring reconciliation and on that matter the management had gone to the court and that because it is *sub judice*, they could not do anything. They told me that they are already in the process of arriving at a reconciliation and the details are expected from the government of Bihar.

श्री राम विलास पासवान (हाजीपुर) . सभा-पति महोदय, मंत्री महोदय जी ने जो जवाब दिया है, सर्वप्रथम तो उन्हें इसमें प्रधान मंत्री को नहीं घसीटना चाहिए था, क्योंकि इसमें प्रधान मंत्री का कोई फंक्शन नहीं है। उन्होंने इस स्टेटमेंट में अननेसेरिरी लिख दिया है : प्रधान मंत्री ने ट्रेड यूनियन नेताओं से हुए विचार-विमर्श में श्री श्रमिकों की भूमिका के बारे में सरकार की सकारात्मक स्थिति स्पष्ट कर दी है। मैं समझता हूँ कि सरकार यह बताने का कष्ट करेगी कि वह सकारात्मक स्थिति क्या है।

सब से बड़ी बात यह है कि मंत्री महोदय ने कहा है कि उनको कोई जानकारी नहीं है, उन्हें कोई लिखित सूचना नहीं मिली है। मैं समझता हूँ कि

[श्री राम बिलास पासवान]

यह बिल्कुल गलत है। मैं आपको बताना चाहता हूँ कि 26 मार्च, 1980 को श्री शिवु सोरन ने जो अनस्टांड क्वेश्चन नम्बर, 1699 पूछा था, उसका भाग (ए) इस प्रकार था :

“(a) Whether he is aware that the Kumardhubi Engineering Works is lying closed for the last six months subjecting its five thousand employees to extreme hardship in these days of drought and famine in Dhanbad, Bihar;

मिनिस्टर ने इसका रेप्लाई दिया : Yes, Sir मैं समझता हूँ कि इसमें यह जो लिखा है “एवाउट 23,000 एण्ड नाट 5,000”, यह मिसप्रिंट है। मंत्री महोदय इसको देख लें।

प्रश्न का भाग (बी) यह था :

“whether he is aware that a protracted negotiation took place for the takeover of the management by the Allahabad Bank to start the factory with a new Board of Directors from the public sector banks; if so, fact and details thereof;

मिनिस्टर ने इसका भी रेप्लाई दिया : Yes, Sir.

मैं बताना चाहता हूँ कि अक्सर लोग कितनी गलत बातें बताते हैं। मंत्री महोदय ने कहा है कि उनकी जानकारी नहीं है।

सभापति महोदय . आपका प्रश्न बहुत ग्रहण है, लेकिन वह बहुत लम्बे प्रश्न में गुम हो जाता है और उसका उत्तर नहीं मिल पाता है।

श्री राम बिलास पासवान : मिनिस्टर साहब ने कहा कि कुमारधूवी सब से बड़ा यूनिट है, जिसमें सब से ज्यादा वर्कर्स हैं, जो बेरोजगार हैं। लेकिन अब नवीं महोदय यह जवाब देते हैं कि सरकार को इस सम्बन्ध में कोई सूचना नहीं है। मैं बताना चाहता हूँ कि सरकार को आज से नहीं, 26 मार्च, 1980 से सूचना है, जो कि मिनिस्टर साहब के जवाब से प्रकट है। इसी लिए मैं उस क्वेश्चन को पढ़ रहा हूँ।

प्रश्न का भाग (डी) यह है :

“(d) Whether it is a fact that the Kumardhubi Engineering Works is

a viable engineering factory with all costly machines and it is a national loss to keep it idle;

इसके जवाब में मिनिस्टर ने कहा कि सरकार भी इस कम्पनी को आइडल नहीं रखना चाहती है।

प्रश्न का भाग (ई) इस प्रकार है .

“(e) if so, whether Government propose to take quick decision in the matter, if so, when, if not, the reasons therefor?

इसके जवाब में मिनिस्टर ने कहा :

“(e) Yes, Sir, in the shortest possible time.

यह कुमारधूवी कारखाना सीधे भारत सरकार की जिम्मेदारी है। उसने दिसम्बर, 1979 को इस कारखाने को अपने हाथ में ले लिया था। मार्च, 1980 में उसने कहा कि वह शार्टेड पासिवल टाइम में सब जरूरी कार्यवाही करेगी। यदि अब भी वह कारखाना नहीं खुला है, तो इसके लिए कौन दोषी है? भारत सरकार दोषी है या बिहार सरकार दोषी है?

इसमें दो तरह के प्रश्न हैं। एक तो यह है कि सरकार जिस फ्रैक्टरी का प्रबन्ध नहीं कर पाती है, उसके मजदूरों में असंतोष होता है कि हमसे डेली वेजिज पर काम कराया जाता है, ठीक मजदूरी नहीं दी जाती है। वहां दस हजार आदमी काम करते हैं, उनमें से एक हजार को परमिनेंट किया जाता है और नौ हजार को टेकेदार के मूह में शॉक दिया जाता है, वह पैसा दे या न दे। अगर वे लोग आवाज उठाते हैं, तो धमकी दी जाती है कि हम फ्रैक्टरी को बन्द कर देंगे।

इसमें एक तो मैनेजमेंट की ** है और दूसरे सरकार की** है, जिसके लिए सरकार उत्तरदायी है। मैं यह जानना चाहता हूँ कि मैनेजमेंट की** बारे में मंत्री महोदय क्या करने जा रहे हैं। छः महीने से जो फ्रैक्टरी बन्द है, उसके लिए वजूद क्या करने जा रहे हैं? मंत्री महोदय ने अपने स्टेटमेंट में प्रधान मंत्री द्वारा सरकार की सकारात्मक स्थिति स्पष्ट करने की बात कही है। मैं यह जानना चाहता हूँ कि प्रधान मंत्री ने सरकार की क्या नीति स्पष्ट की है।

श्री भगवान देव (अजमेर) : सभापति महोदय, माननीय सदस्य ने*** शब्द का प्रयोग किया है। मुझे इस पर आपत्ति है। इसके बारे में आपका क्या विचार है?

श्री राम विलास पासवान : मैंने कहा है :
“मनेजमेंट की **” । आप इसको देख लीजिए ।
अगर यह अनपार्लियामेंटरी है, तो हटा दीजिए ।

श्री भगवान देव : उन्होंने कहा है : सरकार
की ** । मुझे इस पर आपत्ति है । आप इस बारे
में निर्णय दीजिए ।

सभापति महोदय : यह पार्लियामेंटरी है ।
या अनपार्लियामेंटरी है, मैं अभी इस पर अपना
विचार नहीं देना चाहता हूँ । लेकिन मेरी दृष्टि से
जहाँ तक हो सके, इस प्रकार के शब्द इस्तेमाल नहीं
करने चाहिए । लेकिन मैं देखूंगा कि ** या
** अनपार्लियामेंटरी है या नहीं, अगर है, तो वह
रिकार्ड में से निकाल दिया जायेगा ।

PROF. MADHU DANDAVATE
(Rajapur): Once in the House of
Commons, Winston Churchill, while
replying on Government policies, told
Mr. Attlee, your policies are full of
stupidity and hypocrisy. The ruling
given was, as long as it is related to
Finance it was not unparliamentary.

श्री भगवान देव : मूर्खता की बात अलग है,
यह ** का सवाल है । अगर आप इस इस्तेमाल करते
हैं तो आप को भी सुनना पड़ेगा, आप तैयार रहिए
सुनने के लिए ।

सभापति महोदय : यह मुझे अभी मिला है
कि विदेशी सरकार को ** कहना और धोखेबाज
कहना अनपार्लियामेंटरी माना गया है । तो हमारी
सरकार को कहना, श्री अनपार्लियामेंटरी माना जायेगा,
यह मेरी रूखल है और यह रिकार्ड से निकाल दिया
जाय । (व्यवधान) ...

SHRI CHARANJIT CHANANA:
I appreciate the ignorance of the hon.
Member presuming that the hon.
Member reads the daily newspapers.
But even without this, I would only
like to inform the House including
the hon. Member that Government,
under directive from hon. Prime
Minister gives highest importance to
the interest of workers. There is no
deviation in this at all.

Secondly, he hon. Member made a
contradiction in his statement itself.
He said, I have said a wrong thing. I
would like to read out what I said. I
said:

**Expunged as ordered by the Chair.

“The Ministry of Industry has not
received any written report from
the State Govt. of Bihar, regarding
the closure of 45 industrial units in
the coalfield area of Dhanbad lead-
ing to unemployment of more than
10,000 workers.”

Unfortunately, the hon. Member.
(Interruptions)

श्री राम विलास पासवान : मार्च में आप ने
जवाब कैसे दिया था ? (व्यवधान)
अध्यक्ष महोदय, उनका क्वेश्चन नहीं है,
उनको कोई अधिकार नहीं है पूछने का
(व्यवधान)

श्री अमीर मोहम्मद खां : जब मंत्री महोदय
बोल रहे हैं तो ... (व्यवधान) ...

श्री राम विलास पासवान : आप को अकल
है या नहीं है ? (व्यवधान) ... ये जवाब दे रहे
हैं ? मैंने इन को क्लॉक दिखाई यह कोई
मजाक है? यह 26 मार्च का इन का जवाब दिया
हुआ है और यह कहते हैं कि टेलीफोन पर मुझे मेसेज
मिला है । कोई मजाक की चीज है ?
... (व्यवधान)

श्री अमीर मोहम्मद खां : श्रीमन्, प्रश्न चाहे
जिस माननीय सदस्य का हो ... (व्यवधान) ...

श्री राम विलास पासवान : कालिग अटेंशन
में उस माननीय सदस्य के अलावा दूसरा कोई नहीं
बोल सकता । यह कालिग अटेंशन की मर्यादा
है । ... (व्यवधान)

श्री अमीर मोहम्मद खां : श्रीमन्, मेरा आप
से निवेदन है कि प्रश्न चाहे जिस सदस्य का हो जब
माननीय मंत्री उत्तर देने के लिए खड़े होते हैं
तो यह हमारा अधिकार है सदस्य की हैसियत से
कि हम शासिपूर्वक भाषण में उस जवाब को सुन
सकें । श्री पासवान का यह कहना कि यह प्रश्न
आप का नहीं है, आप को अकल है या नहीं है, अगर
सदन इस तरह चलेगा, चन्द मुट्ठी भर लोग अपनी
इच्छा के अनुसार गलत तरीके से ... (व्यवधान) ...

इसलिए श्रीमन्, आप हमारे हितों के रक्षक
हैं, कस्टोडियन हैं, आप हमारे हितों की रक्षा कीजिए,
हमारे अधिकारों को बचाइए । ये लोग हमारे
अधिकारों को लूटना चाहते हैं ।

... (व्यवधान)

MR. CHAIRMAN: I would request
all the Hon. Members to be calm and
quiet. When a question is asked and
answer is given by the hon. Minister,

[Mr. Chairman]

every Member is interested in hearing the answer and every Member is entitled to get up and ask that he should be allowed to hear the answer. There is nothing wrong in the Hon'ble Members getting up and saying please do not interrupt.

(Interruptions)

MR. CHAIRMAN: At the same time, I would request all the Members not to prolong this matter. We are interested in the answer. So, let us hear the answer.

(Interruptions)

श्री राम बिनाश पासवान : सभापति जी, मुझे भी आप एक मिनट का समय दीजिए ।

मेरे तीन रिलेवेंट प्रश्न हैं । प्रधान मंत्री का प्रश्न तो इसमें उत्तर नहीं होता था लेकिन मंत्री जी ने प्रधान मंत्री का नाम लिया है "प्रधान मंत्री ने ट्रेड यूनियन नेफार्म सिद्धान्त विचार विमर्श में भी भूमिका की भूमिका के बारे में सरकार की भकासलाक स्थिति स्पष्ट कर दी है ।" इसलिए यह हाउस एंडाइन-टिल्ड है यह जानने के लिए कि प्रधान मंत्री ने क्या नीति घोषित कर दी है —इसका प्रधान मंत्री सहोदय दें ।

दूसरी बात यह है कि यह सारा जवाब नहीं है बल्कि जानना साह्य का ही 20 मिनट का प्रयास है । टेलीफोन के आधार पर तो जवाब दिया नहीं है । अब आपने लिखित जवाब दिया है तब आप कैसे कहते हैं कि टेलीफोन के आधार पर सूचना मिल रही है ।

सभापति जी, यह साधारण सी बात है कि यह बिहार का मामला है, पाण्डे जी यहां पर बैठे हैं, इन लोगों को इसकी जानकारी है फिर ये लोग क्यों बोल रहे हैं ?

सभापति सहोदय: मंत्री सहोदय किस प्रकार से जवाब दें, इसलिए न आप कह सकते हैं और न मैं कह सकता हूँ वे अपना पक्षित से जवाब देंगे । कालिग अर्जेंट: अर्जेंट मीटर के लिए होता है और इसकी इंफार्मेशन अर्जेंटली बंगई जानी है । एक छोटी सी इंफार्मेशन भी इतनी बड़ी हो सकती है कि वह पूरे प्रदेश से संबन्ध रखती हो और 24 घण्टे में आप उसका उत्तर नहीं पा सकते हैं । इसलिए जैसा मैंने पहले कहा है, हम बजट डिस्कस कर रहे हैं, अगर यह इतनी अहम बात है तो इसको उस अवसर पर उठाया जा सकता है और उसका पूरा जवाब भी

आपको मिल सकता है । मैं आप से बिन्ती करूंगा, आपके इण्टेस्ट में ताकि आपके प्रश्न का उत्तर मिल सके, आप इंतज़ार करके शांति रखिए ।

SHRI CHARANJIT CHANANA: The hon. Member must also exercise his right to listen to the answer. He wants only to exercise his right of putting questions. I would request the hon. Member kindly to listen to what I say. I said that your query refers to 45 units out of which I have got information on about 16 units. That includes this particular unit also. I am coming to that question. Kindly have patience and listen to me. I have mentioned in my Statement in reply to the Calling Attention Notice that about 45 units have been closed down. We took up this matter with the Government of Bihar and asked them as to how many units had been closed down. They said that 16 units had been closed down. I wrote the names of the 16 units, which does not include that particular unit. Your Calling Attention Notice does not concern closure of only one unit. I replied to you about that particular unit also. I have already told you about the strength of those 16 units unitwise.

Your next question is about my reply in Parliament relating to Kumar Dhuli Engineering Works. I will reply to that. If anything is left out, you can just put a question instead of interrupting me. You can do that. There is no objection at all. If you read the reply, you would know that the working of this particular unit was being examined in your days also. We have now started examining on the 18th March and as you have rightly read out the words "shortest possible time"—if you understand it very well—is a related term. But the government's intention is always to make the "shortest possible time" still 'shortest'. As far as the information given to me by Allahabad Bank is concerned, it is not from the State Government of Bihar, but this information was available here with the

financial institutions. We are examining the whole issue and we are going to treat this issue as important. As I have already submitted in this House, we would do our best. We would do our best wherever the unit has been mismanaged; more so in such cases where misappropriation of public funds is involved or is alleged to have been involved. We are taking necessary action in this matter and I have not refused to give any information available with us. But if you have any other question relating to any aspect connected with these 45 units including this particular unit you refer it to me and I will collect the required data from whatever source it is required to be and refer it to the Ministry to which it pertains.

श्री राम विलास पासवान : सभापति महोदय, मेरा प्रश्न था कि प्रधान मंत्री ने श्रमिक नेताओं से क्या बात की है और मैनेजमेंट के द्वारा जो बात की जा रही है, उस पर सरकार की क्या प्रतिक्रिया है। मैनेजमेंट के द्वारा जो श्रमिकों का हैरास किया जा रहा है उसके लिए सरकार क्या कर रही है और प्राइम मिनिस्टर ने इस सम्बन्ध में क्या नीति की घोषणा की है ?

MR. CHAIRMAN: He has invited you to his chamber over a cup of tea.

श्री राम विलास पासवान : प्रधान मंत्री ने ट्रेड यूनियनों के नेताओं से हुए विचार विमर्श में श्रमिकों के बारे में सरकार की सकारात्मक स्थिति स्पष्ट कर दी है। क्या वह स्थिति सदन नहीं जान सकता है ?

MR. CHAIRMAN: This does not arise out of this calling attention.

श्री चन्द्रदेव प्रसाद वर्मा : सभापति महोदय, हमें एक सूचना चाहिए कि क्या बिहार सरकार के यहां से इन्फार्मेशन आ जाने के बाद मंत्री महोदय सदन में स्टेटमेंट देंगे, जैसा उन्होंने कहा है ?

15.47 hrs.

STATUTORY RESOLUTION RE:
DISAPPROVAL OF ESSENTIAL
SERVICES MAINTENANCE
(ASSAM) ORDINANCE, 1980

AND

ESSENTIAL SERVICES MAINTEN-
ANCE (ASSAM) BILL,

AND

STATUTORY RESOLUTION RE.
APPROVAL OF NOTIFICATION
ISSUED BY ASSAM GOVERNMENT
DECLARING CERTAIN SERVICES
AS ESSENTIAL

MR. CHAIRMAN: The House will now take up items Nos. 12, 13 and 14 for discussions together.

SHRI GEORGE FERNANDES (Muzaffarpur): Mr. Chairman, Sir, on a point of order. My point of order relates to item No. 14, which you have clubbed with items Nos. 12 and 13. Item No. 14 is a Statutory Resolution to be moved by Shri Yogendra Makwana. It reads as follows:

"That in pursuance of sub-section (2) of section 2 of the Essential Services Maintenance (Assam) Ordinance, 1980 (No. 2 of 1980), this House approves the issue of Government of Assam....."

The section under which this notification is to be laid before the House reads as follows—I am reading from the Ordinance, not from the Bill:—

"Every notification issued under sub-clause 14 of clause (b) of sub-section (1) shall be laid before each House of Parliament immediately after it is made if it is in session and on the first day of the commencement of the next session of the House if it is not in session and shall cease to operate at the expiration of 40 days from the day of its being laid.....etc."

[Shri George Fernandes]

This notification ought to have been laid on the Table of the House on the 9th June, 1980 when the House assembled. But if you look at the proceedings of the House of the 9th June, you will find that this notification was not laid on the Table of the House. It was laid on the 18th of June, 1980 and the Minister of State in the Ministry of Home Affairs, Shri Yogendra Makwana, who laid it on the 18th June, did it very cleverly. He clubbed it with a number of other notifications which he was to lay on the Table of the House. He said:

"I beg to lay:

(1) A copy of the Treasurer of Charitable Endowments, Punjab (Reconstitution and Reorganisation) Order, 1980 (Hindi and English versions)

(2) A copy of the Draft of the Ministers' (Allowances, Medical Treatment and other Privileges) Amendment Rules, 1980 (Hindi and English versions)

(3) A copy of Notification No. G.S.R. 776 published in Gazette of India dated the 9th June, 1980 containing corrigendum to Notification No. GSR 564 dated the 21st April, 1979 under sub-section (3) of section 22 of the Central Industrial Security Force Act, 1968.

(4) A copy of the Assam Preventive Detention Ordinance, 1980 (No. III of 1980)"

And finally:

"(5) (i) A copy of Notification No. . . . published in Assam Gazette dated the 7th April, 1980 prohibiting strikes in certain essential services under sub-section (2) of section (2) of the Essential Services Maintenance (Assam) Ordinance, 1980 read with clause (c) (ii) of the Proclamation dated the 12th December, 1979 issued by the President in relation to the State of Assam."

And, then, of course, he adds a statement explaining reasons for not laying the notification at (5) (i) on the first day of the current session.

Now, this was an ordinance promulgated by the President on the 6th April, 1980. This ordinance makes it mandatory on the Government to lay it before each House of Parliament immediately after the notification is made if the House is in session or on the first day of the commencement of the next session of the House if the House is not in session. As I said, this is a mandatory provision. Now, I know that there are a number of notifications which are made, for instance about "Ministers' salaries" and what not. These are not notifications which have a mandatory aspect about them. They may lay them late, or may not lay at all. There are notifications. Of course, they needed to be laid, but they may not be. There notifications like "Copy of the report of the treasurer of Charitable Endowments, Punjab". They may be laid, may be laid late. And one may come to the House and say: "There were some reasons. We overlooked it. We were not aware of it. Some one in the Ministry was on leave." I do not know, Government may have umpteen different reasons to justify, why a certain notification which should have been laid on the Table of the House on the scheduled date, could not be laid.

This is a very serious matter, i.e. what we are discussing now . . . the Essential Services Maintenance (Assam) Ordinance. The President Promulgates it, and within a day after the promulgation of that ordinance,—i.e. because the ordinance was promulgated on the 6th April, within a day thereafter viz., on the 7th April—the Assam Government acts on this ordinance. So, they are very quick—quick in promulgating the ordinance and quick in taking decision on the basis of that ordinance. But when it comes to the question of following the statutory requirements,—and repeat, the ordinance says: 'Every notification shall be laid

before the Houses of Parliament'—I find that there has been a total failure. What follows from this? Government can possibly say: "We have given some reasons." I am not interested in the reasons that they have given. I am concerned with the statute. The law requires that it shall be presented. And I will cite nothing but the Rules of Procedure of this House, and I will refer to rule 388 about suspension of rules. It says: "

"Any member may, with the consent of the Speaker, move that any rule may be suspended in its application to a particular motion before the house and if the motion is carried the rule in question shall be suspended for the time being."

I am citing this rule, only to make my Point. In other words, under the rules framed by this House, the rules under which we conduct our business, if there is to be any change in the application of these rules, this House has to take a decision in other words, a simple matter, a procedural rule, an alteration of a procedural rule requires that this supreme body, this House take a decision thereon by a majority. Here we are dealing with the statute itself. We are not dealing with the rules of procedure. We are dealing with a law—a law that is to-day going to be questioned in this House. My motion is yet to come. It is going to be questioned in this House.

As far as the ordinance itself is concerned, because the President promulgated it on the 6th of April, it is being applied to the workers and to the people of Assam, and this law has a mandatory provision which says that the notification shall be laid.

The point is that if procedural matters and an amendment of the procedural matter require that the House suspend all the rules, there is no provision in any way to bypass the mandatory provision contained in section 2, subsection (2) of the Assam Essential Services Maintenance Act. I went

through this Act, and through the Ordinance very carefully to find out whether it has made any provision, whether there is any provision in the ordinance—where a Minister makes a mistake, where an official of the Home Ministry makes a mistake, where somebody who is responsible to this House makes a mistake—which enable the Minister or Government to correct that mistake. And with great respect, I want to submit that there is no provision in this law which says that if the Minister has made a mistake, if he has taken the House for granted, if Parliament has been taken for granted and the mandatory provision has not been followed, then it is open to the Minister to come and say: "I am sorry, I have made a mistake.". If the Minister has made a mistake, then it is open to this House to say: "We are sorry we not prepared to accept your mistake. We are not prepared to accept this explanation."

My submission is that in so far as this item 14 is concerned, it is totally beyond the statute, because when the government failed, and when the Minister failed to come before the House on the opening day of the House with this notification, this notification lapses. This Notification has no validity. It has not have the validity of the paper on which it is going to be written today, because the law requires that you submit it. The validity of this Notification was based on your submitting it before the House. You cannot pass a law. It is a simple thing. Take the case of airlines tickets. The airlines require that you come and report at the airport at such and such time, in any case, before the take off. If you do not go there, your ticket lapses, you are finished, you do not get even the return money. The same is the case with the railways, the same is the case everywhere. Take a simple thing like oath taking. The Constitution requires or the law requires that any member who is contesting any election must take an oath by the Constitution. If I do not take that oath by the Constitution, then my membership is not

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only liable to be questioned but I cannot even be a candidate. Here the law requires that this Notification under Section 2 be submitted to the House on the opening day of the House. The House opened on the 9th of June. The Notification was not presented to the Parliament on the 9th of June. This Notification has no validity in law: this Notification is *ultra vires*. In fact, it is an insult to this Parliament that the Minister should have thought it proper to include it in the Order Paper of the day. Therefore, my submission is that you should declare this as totally *ultra vires* and proceed only to discuss items Nos. 12 and 13.

MR. CHAIRMAN: There are two queries. One is whether this Chair can declare a law or an Ordinance as *ultra vires*. Secondly, whether your point of order relates to the admissibility of this Ordinance in this House for a discussion. What is your view on the first point?

SHRI GEORGE FERNANDES: There is a Notification which has now been included for a discussion. My submission is that this Notification does not exist, because section 2, sub-clause (2) of the Ordinance requires that it shall be laid on the Table of the House. What happens if it is not laid? If it is not laid, then it is not there. There is no provision in law. That is where I have sought the ruling. This is not a partisan matter. (Interruptions)

MR. CHAIRMAN: You are wanting me to give a decision on that point.

SHRI GEORGE FERNANDES: I want your decision. I want your ruling on the *ultra vires* question, I do not want your ruling. I want your ruling on the specific issue.

MR. CHAIRMAN: I will give my ruling after hearing the hon. Minister. (Interruptions) if I require more assistance, I may hear more members also. I will give my ruling immediate-

ly after the Minister. Now the hon. Minister. For deciding that point of order, I will take only that assistance which is required, not hearing all the members. Now the hon. Minister. (Interruptions)

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): I agree that it was laid late on the Table of the House as it was received late from the Government of Assam, but the reasons were given for the delay, while laying it on the Table of the House, the reasons were given.

SHRI GEORGE FERNANDES: I do not know what the reasons are? Secondly, does that statement of the reasons mitigate the lapse (Interruptions)

MR. CHAIRMAN: There are two or three questions which have cropped up. As far as legality or illegality, existence or non-existence of the Ordinance is concerned, the Chair is not entitled to give any ruling. It is for the hon. courts outside to do it. So, I am not giving any ruling on that point. The Courts outside will decide. The second question is whether we are in a position to consider this Ordinance in this House or not when it is not placed before the House on the first day itself—not Notification. This is the information I have received. I am giving my full ruling. It is like this: "Every Notification issued in exercise of powers under Section 2(1) (b) (xiv) of the Essential Services Maintenance (Assam) Ordinance, 1980 is required to be laid before each House of Parliament on the first day of the commencement of the session.

Notification issued by Governor of Assam (No PLA. 334/80/7 dated 7th April, 1980) in exercise of the above power could not be laid on the Table of the House as it was received after the commencement of the session of the House.....

16.00 hrs.

Further, the Hindi version of the Notification was not received from the State Government. English version was got translated here into Hindi and this took some time. The Notification is now being laid on the Table of the House.

I am just giving my ruling.

PROF. MADHU DANDAVATE:
 How much time did they take for translation?

MR. CHAIRMAN: This is the explanation which the Government has to give to the House.

On the point as to why it was not laid on the Table of the House on the first day when the House started working. Section 2, sub-clause (2) has to be read in totality and then things will be clear and I will be in a position to give a ruling on this point:—

“Every notification issued under sub-clause (xiv) of clause (b) of sub section (1) shall be laid before each House of Parliament immediately after it is made if it is in session and on the first day of the commencement of the next session of the House if it is not in session and shall cease to operate at the expiration of forty days from the date of its being so laid or from the re-assembly of the Parliament, as the case may be, unless before the expiration of that period a Resolution approving the issue of the notification is passed by both Houses of Parliament.”

Now, what is important in this sub-clause is 40 days. It should come before this House and it should be approved by both the Houses before 40 days are over. The question is, is the time available to the Government over or not? According to me the time available to the Government is not over.

Now, if it has not come before the House on the first day but afterwards with an explanation, whether that explanation would be acceptable to the House or not, that is altogether a different question. But so far as the question whether it can be considered or not is concerned, I have no doubt that this House can consider it.

One more point—I am informed that the objection should have been taken at the time when the Notification was laid on the Table of the House. I am not attaching importance to that. But that was the appropriate time. The issue could have been decided at that time.

My emphasis is because forty days have not lapsed, it would not be difficult for this House to consider it.

SHRI GEORGE FERNANDES: I beg to move:

“This House disapproves of the Essential Services Maintenance (Assam) Ordinance, 1980 (Ordinance No. 2 of 1980) promulgated by the President on the 6th April, 1980.”

Earlier, before this discussion began, the House was concerned with a Call Attention Motion. While introducing his reply to the calling attention motion, the Minister of Industry was to speak of the meeting which the Prime Minister had the other day with the trade unionists and of the tremendous concern which this Government has for the rights and problems of the working class in this country. I have a feeling that this meeting which the Prime Minister had with the organised working class movement was a kind of an attempt to administer anaesthesia to the country's working class before coming down with the kind of sledge hammer which the Government now plans to use against the working people of the country. If there was any obnoxious piece of legislation striking at the roots and liberties of the working

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classes in this country, this ordinance and the Bill which is now presented to get it enacted into law provide us with evidence of that.

16.06 hrs.

[MR. DEPUTY SPEAKER in the Chair]

In fact, if one reads the statement of objects and reasons of this Bill, there is a kind of tongue in the cheek approach to this piece of legislation. It is interesting if one reads the statement of objects and reasons, to find out how the Government is trying to throw dust into the eyes of Parliament and also into the eyes of the working people in this country. It says:

"The mass movement in Assam in connection with the foreign nationals issue had been taken advantage of by disruptive forces to seriously affect the maintenance of supplies and services essential to the life of the community, especially the production and distribution of petroleum and petroleum products. The agitation had also led to large-scale and deliberate abstention from work by employees of the Central and Assam Governments and those of the Central and State public undertakings, thus aggravating the situation. The movement of both goods and passengers in the railways had also been affected by this agitation. The local authorities were considerably handicapped in effectively tackling the disturbed situation in Assam in the absence of a law enabling the prohibition of strikes in any essential service in Assam either by the Union or the State Government. As the State of Assam was under President's rule, the Essential Services Maintenance (Assam) Ordinance, 1980, was promulgated by the President on 6th April, 1980 which specified certain essential services and empowered both the Central and State Govern-

ments to prohibit strikes in the State of Assam in any essential service. The Ordinance also provided for penalties for persons participating in such strikes as well as for persons instigating and financing such strikes."

This is so far as the ordinance is concerned. The next sentence says:

"The agitation in Assam is still continuing and it is considered necessary that the above Ordinance is replaced by an Act of Parliament."

So, I assume that this piece of legislation is intended to deal with the special situation in Assam arising out of the Assam agitation on foreign nationals. The first question is, you have had this law in your hand as an ordinance and you have even taken certain decisions on the basis of this ordinance, which I questioned a little ago, i.e. the 7th April notification. I would like the Government to first tell us to what extent they have been able to use this law. If this law is intended to deal with the political situation in Assam,—because that is what the Minister has said in the statement of objects and reasons—to what extent have you been able to use this law? You have assumed powers to prevent strikes in Assam. From the 6th or 7th April when you had issued your first notification, to what extent have you been able to prevent those strikes? What are the areas? You have a long list of penalties that you are going to impose. It is three months now since you have this ordinance. What kind of penalties have you been able to impose? What is the action that you have been able to take? I am keen on getting a reply from the Government on this question because my submission is that this has nothing to do with the political situation in Assam. This law is coming as a part of the total strategy of the Government which is to beat the working people into submission.

The situation in Assam is only being used as a kind of a peg to hang this piece of obnoxious legislation. Otherwise, where does Assam figure in this or the Assam agitation figure in this? The Assam agitation is purely political in every sense of the term over which the Prime Minister has been meeting with the leaders of the opposition, over which there has been so much discussion in Assam, in Bengal, elsewhere in the country and in this House. I submit with all humility that the effort of the Government is to use the Assam agitation perhaps in an effort to lull certain sections into a situation where they may refuse to take a position on this law because the Government thinks that there are political parties in the country which, otherwise, are at cross purposes with the Government party, which do not agree with the Government party on any issue but on the Assam issue, there is a similarity of approach. Could we then have a piece of legislation which says that this is meant only to deal with the Assam situation and then see if a wider support could be mobilised? I know that this may be a thinking which may not cut any ice. Nobody may be carried away by this kind of strategem which the Government has adopted. But this is what one sees in it looking at the aims and objectives which the Government has sought to give to a piece of legislation which has nothing to do with the political situation in Assam, which is meant only and only to deal with the working people in this country. If they have reservations on this point, then I would like to ask the hon. Minister why is it that soon after this piece of ordinance was promulgated by the President, similar ordinances were promulgated in regard to Orissa, Maharashtra and Gujarat? I would like the hon. Minister to compare the four ordinances. In fact, I will go a step further. I would like the hon. Minister to tell us though the Minister might say that the State Assembly matter is something about which he is not concerned—he is free to say that—

I am sure, but speaking as a member of a political party which is administering the country from Delhi and which is also concerned with the administration of Karnataka—what is the difference between the ordinance that you have now brought forward in Assam and the law which on the 9th of June this year was sought to be passed in the Karnataka State Assembly and which was passed a few days thereafter? If you want to come forward with a Bill of this nature, let the Government say we have come to the conclusion that it is necessary to deal with the working class; we need to use every conceivable weapon in the armoury of the State to come down, to browbeat the working people of this country and we are doing this. We have enacted a legislation in Karnataka. We have brought ordinances for Orissa, Maharashtra and Gujarat. Now, we are doing it in respect of Assam. Let the Government be honest about its intentions and tell us what exactly they are up to. Of course, I know that in Maharashtra something has happened. The ordinance came some time in the middle of May. Came the elections. The Government was installed. The trade unions in Maharashtra unanimously, irrespective of their political differences excepting the Congress (I) trade unions, decided that on the opening day of the Legislative Assembly, they would go in a procession to the State Assembly by observing a half-a-day's strike. It is only when the trade unions united to resist this ordinance being enacted into law that the Chief Minister or the newly appointed Chief Minister of Maharashtra was to make an announcement...

MR. DEPUTY-SPEAKER: The correction will be 'newly elected Chief Minister'!

SHRI GEORGE FERNANDES: I am subject to correction. I thought he was appointed.

MR. DEPUTY-SPEAKER: You mean, appointed by the Governor.

SHRI GEORGE FERNANDES: I thought, appointments are normally made from Delhi. It is very difficult to know what happens here. We have no access to the palace.

So, in Maharashtra, when the working class said: 'Enough is enough, we shall not accept this, we shall have half-a-day's strike on the opening day of the Assembly', you withdrew, you beat a very hasty retreat there. A long justification was given as to why such an Ordinance was required in Maharashtra also, just as a long justification was given as to why this was needed in Gujarat, why this was needed in Orissa and why this was needed in Karnataka. But all that justification vanished into thin air when the militant working class movement in Bombay and Maharashtra said: 'Enough is enough, we shall not accept this obnoxious piece of legislation. And here, obviously taking advantage of the fact that there is a certain situation in Assam, the Government is now coming forward with this piece of anti-working class legislation; and I do not have to emphasise the fact that invariably this is being done in order to serve the interests of big industry, of big business, of all those who are interested in exploiting the working class and all those who are interested in suppressing the rights and the privileges of the working class of this country.

Now, Sir, we go to the law itself. What does this law try to do? According to this, it is meant to deal with the situation in essential services. In fact, the Bill says: "To provide for the maintenance of certain essential services". The impression that was sought to be given is that some little problem, some local prob-

lem is there and we are trying to deal with that local problem in maintaining certain essential services. Then it goes to the point of what the essential services are. The whole of Section 2 gives the definitions. It started with the P&T Service and the railway service. Then it goes to loading and unloading of goods. Then it goes to airports and aircraft, then it goes to the customs and defence, then it says: "any service in any section of any industrial establishment or undertaking on the working of which the safety of such establishment or undertaking or the employees employed therein depends". Then it comes to the question of purchase, procurement, storage, supply and distribution of foodgrains, public conservancy and sanitation, then it comes to banking, then it comes to production, supply and distribution of coal, then it comes to oil refineries, and then it says: "any service in connection with the affairs of the Union or the State of Assam not being a service specified in any of the foregoing sub-clauses".

So, about 'certain essential services', the law or the Ordinance apparently is concerned with certain essential services and starting with railways, it comes to "any service in connection with the affairs of the Union or the State of Assam". If it were even to end there, I would have said, maybe, there is something very essential and all that which the Government is trying to project in this law. But the real rub is in the last provision.

Sub-clause (xiv) of clause 2 says:

"any other service connected with matters with respect to which Parliament or the Legislative Assembly of the State of Assam has power to make laws and which the Central Government or the Government of Assam, as the case may

be, being of opinion that strikes therein would prejudicially affect the maintenance of any public utility service, the public safety or the maintenance of supplies and services necessary for the life of the community or would result in the infliction of grave hardship on the community, may by notification in the Official Gazette, declare to be an essential service for the purposes of this Act."

I would like the hon. Minister to enlighten us on what is left out, because it says: 'any other service connected with matters with respect to which Parliament or the Legislative Assembly of the State of Assam has power to make laws...' The Legislative Assembly of the State of Assam has power to make laws regulating the conditions of shops and establishments. A barber's shop by definition would fall within it. If there are people who go to the barber's shop for their daily shave, and on a particular day it is not open...

PROF. MADHU DANDAVATE: A barber has to deal with the most essential thing, the head.

SHRI GEORGE FERNANDES: Technically, the definition that the Government has sought to give in this piece of legislation applies to anyone, it includes any working or non-working person. There is nothing in it which excludes anyone in the State from being brought within it.

So, why fool people? Why try to mislead Parliament on the one hand, and the working class and the citizens on the other? You could have come with one simple definition that essential service is any service connected with matters with respect to which Parliament or the Legislative Assembly of Assam has power to make laws. Does not Parliament have powers to make laws about railways, customs, defence, everything that you have said in items (i) to

(xiii)? After this long list, you have said any other service with respect to which Parliament and the State Assembly have the power and the right to make laws.

I do not understand the way this Government is trying to run or mislead public opinion. I know you are capable of bringing this legislation, I am also aware of the fact that you have got a majority in this House and that you can pass this.

AN HON. MEMBER: Then, why waste time?

SHRI GEORGE FERNANDES: Facts are facts. Why waste time? Because the people have sent us here precisely to say this.

If this is your whole conception of Parliament, that you have a majority and that on the basis of that majority you should have freedom to enact any kind of law, if this is your understanding of this august House and its significance, I can only have pity for you. There is no other word that I can use to express my utter resentment of the hon. Member's interruption "Why are you wasting time? We shall go on enacting whatever law we want. You may shout as much as you want." That is precisely what they are trying to say. (Interruptions) May I request you to protect me?

MR. DEPUTY-SPEAKER: You are a stalwart. You do not require any protection from anybody.

SHRI GEORGE FERNANDES: I would deal with one or two other aspects of this ordinance. Having brought every individual in Assam within the definition of essential services, what are they intending to do? Look at Clause 8. It says:

"Notwithstanding any thing contained in the Code of Criminal Pro-

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cedure, 1973, any police officer may arrest without warrant any person who is reasonably suspected of having committed any offence under this Act."

A blanket provision. I want you to mark these words "reasonably suspected". An ordinary police constable reasonably suspects that a person who is walking in the streets of Gauhati has committed an offence under this Act, and notwithstanding anything contained in the Code of Criminal Procedure, 1973, he can arrest him without a warrant. Such blanket powers to the police to pick up anybody who is walking in the streets on a reasonable suspicion, and the reasonableness of the suspicion is merely subjective that this man has committed an offence. If that man were to protest and say that he is not a worker, that he has nothing to do with the strike, the policeman will say that he has reason to believe that he has, and his word is final. There is no appeal, no right to protest. The man will not be allowed to go home to see his wife and children, or meet his lawyer. No warrant is required. If Mr. Stephen were to go to the estates *in cognito* to study the situation there, and the policeman, not knowing that he is the hon. Union Minister for Communications, going to see what the problem in communication in Assam is, suspects that this man is moving, *in cognito*, in suspicious circumstances and he has reasonable grounds to suspect that he is instigating, damn, the Penal Code, damn the laws of the land...

SHRI C. M. STEPHEN (Gulbarga): That is the merit of the law; there should be no discrimination.

SHRI GEORGE FERNANDES: Of course, I can understand equality before law, about which Mr. Stephen is very eloquent and I know how elo-

quent he can be on this, I am sure and I have no doubts about it. But I am only trying to point out an extreme case. Of course, Mr. Stephen will never go *in cognito*, he will never be subjected to that kind of a situation, I am conscious of it. I am only trying to point out an instance. Mr. Stephen is a trade unionist of considerable experience. I am only pointing out what the law is capable of doing and how an ordinary policeman, with his own subjective judgment when he suspects an individual of having done something, which according to him is going to affect the maintenance of Essential Services in Assam, can and how it is possible to arrest him. We have experienced in the past the extent of misuse of such a piece of legislation, where police have such blanket powers and we are going to be subjected to a similar experience; the people in Assam, the working class in Assam are going to be subjected to a similar experience.

Looking at Section 9, what does it say? Having arrested a man because a policeman reasonably suspects that that man is guilty, what does Section 9 do to him?

Section 9 says:

"Notwithstanding anything contained in the Code of Criminal Procedure, 1973, all offences under this Act shall be tried in a summary way by a Judicial Magistrate of the first Class specially empowered in this behalf by the appropriate Government and the provisions of sections 262 to 265 (both inclusive) of the said Code shall, as far as may be, apply to such trial."

In other words, a police constable suspects that a certain person is guilty, he picks him up without warrant, without allowing him a chance to tell his people at home without giving him the right of going to and having himself defended by a lawyer at a

time when he is being arrested without a warrant, he is produced before a Magistrate and there is a summary trial by the magistrate and Code of Criminal Procedure is given a go-by. A police constable arrests a worker, he is produced before a Magistrate, he is given a summary trial and he is sent to jail and the sentence can be for six months or one year and there may be a fine of Rs. 2000 and so on and so forth. This is what the law is saying.

Finally the law says in Section 10, a very innocent looking Section:

"The provisions of this Act and of any Order issued thereunder shall have effect notwithstanding anything inconsistent therewith contained in the Industrial Disputes Act, 1947, or in any other law for the time being in force."

In other words, the Constitution, the laws, the rules, name anything, it is all set aside under one little piece of legislation and the people are told, firstly we shall arrest without warrant, secondly we shall have a summary trial and thirdly the entire laws of the land shall be set aside, as far as the implementation of this law is concerned. There is a debate, right from coffee house to everywhere, from newspapers to Parliament lobbies, the people are asking whether we are going to have another Emergency, are we going to have again a period when our rights would be denied, are we going to experience again what we experienced. But I think the time, when people should be asking this question has now passed because this piece of legislation is nothing else but an Emergency. You are, through this piece of legislation, acquiring power to pick up any man, to submit him to a summary trial and you are through this piece of legislation doing away with every piece of legislation in so far as it applies to people who are going to be picked up

and who are going to be sentenced under this Act. So, let us not think that these issues are, any more, of academic interest. We have reached a point—a lot of people said, it may take some time, a lot of people thought, it will take three months, some thought, a little longer, there are a lot of people who said, may be within six months, it will be six months in another three days—where this piece of legislation is nothing more and nothing less than a formal declaration of Emergency on the people of Assam; not only that, it is a dress rehearsal for doing the same thing for the entire country, for attacking the rights of the people of this country, in so far as the working class is concerned.

I would end only by saying, let no man in this country say that this is only an attack on the working people of Assam; let no man in this country say that this only a dress-rehearsal of an attack on the working class. Let every Indian who is concerned with civil liberties, let every Indian who is concerned with the rights and freedoms of the people, realise that this is how all over the world, not only in this country but all over the world, the fascist onslaught has always begun and, once against, one finds that it has begun in this country.

I would, therefore, commend my Resolution for the approval of this House and would also submit that this Ordinance and this piece of legislation must be rejected by this House. As some hon. Members tried to interrupt me and say, "We have the majority and we shall have it", if this is the attitude, I am only telling the hon. Members who have such an attitude that, just as on earlier occasions they got through similar laws, they imposed Emergency and faced the consequences, I can assure them that if they enact this piece of legislation

Services Maintenance (Assam) Ordinance, and Essential Services Maintenance (Assam) Bill and Statutory Res. Approval of Notification issued by Assam Govt. declaring certain Services as essential

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on the strength of their majority, they will be faced with the same situation which confronted them earlier. I would like to remind the country, here is a piece of legislation which has fascist overtones, which has the beginnings once again of a fascist order, and I would also appeal to the House to reject this piece of legislation totally and without any reservation. Thank you very much.

MR. DEPUTY SPEAKER: Resolution moved:

"This House disapproves of the Essential Services Maintenance (Assam) Ordinance, 1980 (Ordinance No. 2 of 1980) promulgated by the President on the 6th April, 1980."

PROF. MADHU DANDAVATE: If it is applied with retrospective effect, even Mr. Stephen can be arrested.

SHRI C. M. STEPHEN: So anti-social? Is that your judgment about me?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): Mr. Deputy-Speaker, Sir, I beg to move;

"That the Bill to provide for the maintenance of certain essential services and the normal life of the community in Assam, be taken into consideration."

I have heard Mr. George Fernandes very silently and in what he has said there is, I think, no substance. The situation in Assam at present is very grave. The agitation which started in Assam against foreign nationals has taken such a shape that, at present all the activities have come to a stop. The essential services have stopped. All the essential commodities are also not moving to the State of Assam. The Government servants, the semi-Government officers as well as the offi-

cers of the public undertakings are taking part in this agitation. Therefore, all the essential services are blocked. Mainly the petroleum products are not moving from Assam and most of the goods which we want to send from here to Assam are also blocked on the way. Therefore, the Essential Services Maintenance (Assam) Ordinance, 1980 was promulgated on 6th April, 1980 by this Governor of Assam. Now we want to place it on the statute book because the agitation in Assam is going on since long, since the last 1½ years.

SHRI GEORGE FERNANDES: The Ordinance was not promulgated by the Governor but by the President.

SHRI YOGENDRA MAKWANA: I am sorry. It was promulgated by the president.

Mr. George Fernandes wanted to know what action has been taken and how many officers have been charged under this Ordinance. 131 gazetted officers and 12 non-gazetted employees of the State Government were arrested on the basis of their participation in the agitation.

As I pointed out in the beginning, it has become absolutely necessary in the present-day situation which has arisen in Assam to pass such a piece of legislation and put it on the statute book. Therefore, I have come forward with this Bill. I request the august House to pass it in the light of what I have said.

I beg to move the following Resolution:

"That in pursuance of sub-section (2) of section 2 of the Essential Services Maintenance (Assam) Ordinance, 1980 (No. 2 of 1980), this House approves the issue of Government of Assam, Political (A) Department, Notification No. PLA-334/80/7, dated the 7th April, 1980, declaring the services in connection with the production, supply and distribution of water and electricity including the services.

under the Assam State Electricity Board constituted under the Electricity (Supply) Act, 1948, to be essential services for the purposes of the said Ordinance."

MR. CHAIRMAN: Motion moved:

"That the Bill to provide for the maintenance of certain essential services and the normal life of the Community in Assam, be taken into consideration."

Resolution moved:

"That in pursuance of sub-section (2) of section 2 of the Essential Services Maintenance (Assam) Ordinance, 1980 (No 2 of 1980), this House approves the issue of Government of Assam, Political (A) Department, Notification No. PLA-334/80/7, dated the 7th April, 1980, declaring the services in connection with the production, supply and distribution of water and electricity including the services under the Assam State Electricity Board constituted under the Electricity (Supply) Act, 1948, to be essential services for the purposes of the said Ordinance."

So, you have moved both of them together.

SHRI NIREN GHOSH: Sir, I oppose the Bill without any reservation, tooth and nail, fully and wholly.

It is a fact that this country is perhaps slovely, but surely, moving towards an authoritarian regime. Why do I say so? You would remember that in the very first session of Parliament the Bill was passed—the Preventive Detention Bill. May I ask the Government, since the passing of that Bill, how many big people, whether in industry, trade or anywhere else, have been detained and moved into jail under the law? I am not talking of small fry, for them you do not require any law. The bigwigs who operate the wheels of the country and the wheels of our economy—you have not touched them. Then what is the purpose of getting the

Bill passed in the very first session of Parliament, if not that it was thought a suitable time to crush the Opposition and usher in an authoritarian regime?

Secondly, since then an immense number of transfers have been made at the highest or top level of officers, superseding all norms of service, all norms of seniority, putting in 'heir places 'yesmen' who will do their bidding without seeking to know any rhyme or reason, law or order—their law being their order. They have done it, and immense violence is growing in this country. During the elections we have seen this type of anti-working class legislation, as referred to by my dear friend or comrade George Fernandes, in Maharashtra, Orissa, here and there. So, this is another instance.

It is not proposed to deal squarely with the Assam agitation. Does not the Government know that, at present, the Assam Government is an arm of the agitators? The police force there is helping, aiding and abetting the agitation. Does not the Government know that the District Magistrates are members of the Sangram Parishad? They know. If you have a serious purpose and not any ulterior motive, the first thing you should have done was to put the Assam police into the barracks. But you are giving that very police these Draconian powers. And you have only said that there are 131 officers against whom action has been taken. So, it is not aimed at dealing with the Assam agitation. The ordinary laws of the land are sufficient to deal with any situation that arises in the country. If at all the Government is serious, how is it that for nine months the movement has continued? You are trying to have a dialogue. Into that question I would not enter on this occasion because on that there may be different approaches amongst the Opposition also, I do not know, I do not want to enter into that on this occasion. But what I want to point out is this serious fact. Who does not know that the Assam Police fired upon a peaceful demonstration of minorities

[Shri Niren Ghosh]

and killed 51 of them whereas when they turned against the others, the agitators, they fired in the air? And this is the police force you want to arm with special powers. That is what I want to point out. Any police officer, as pointed out by my friend and comrade, George Fernandes, can arrest and detain and do whatever he wants to do. Who does not know that the Governor, Shri L. P. Singh, and the Chief Secretary, Shri Paramasivam, are thoroughly in league with this movement? So, is it a Government of India or outside India? And you want to give that Government, by a Presidential order, such Draconian powers? This is not only an anti-working class Bill, it is a black Bill, it is an authoritarian Bill. It is one of the surest steps in their march towards dictatorship. That is what you are aiming at.

It is said that, in the oil refineries, oil production does not take place. I know that many employees who want to work cannot do so because of the pervasive atmosphere of fear. They cannot do, though that is their wish. Why? It is because the entire Assam Government the administration, the police, the judiciary and the executive apparatus, are backing this movement fully. In that atmosphere, none can work. It seems that it is they who are spearheading this movement. Under the circumstances, it passes one's imagination how this Government which professes for democracy whereas actually it is almost an authoritarian Government or is trying to march towards that position, can come forward before the country and seek to delude and deceive the country and the people into such a piece of legislation, which nobody, no sane element, no democratic element, no progressive element, irrespective of the parties, can ever accept or adhere to subscribe to it.

I would like to point out—in the oil installations how many employees do work? Not many. If the government or the Assam administration was seri-

ous, the entire pipeline and the refinery could have been surrounded, those people who want to work could work and others could simply be wished away without any violence whatsoever. It could have been done, but it has not been done. That is the serious position we are in and in such a situation, whatever be our differences on this question of approach towards Assam agitation, what I have stated are actual facts and I dare say no government representative can come forward to refute the facts that I have given. These are facts.

That being the position, with such a draconian measure—we know what the Police officers are, in any ordinary course of things and this is the Assam. Police and I described what they are now—this being the position there, we may agree to them or may not agree to them but the Assam administration is now part of the Assam agitation, we cannot arm them. Under no circumstances we can arm this administration, these Police officers or anybody.

Knowing the government we do, running the country on the basis of a minority vote and barely representing 25 per cent of the people, for them to come forward and seek our compliance and acquiescence in such a step is absolutely somethings, what I should say, unless they had not been in their senses, they would not have come forward with such a piece of legislation in regard to Assam. So, I do say that by all standards and in all circumstances, we cannot accede to any step whether in Assam, Orissa, Maharashtra or any place whatsoever in the country, to crush civil liberties, which is an attempt to crush the Opposition, but perhaps you are living in your dream world.

Commanding the confidence of only 25 per cent of the total people of India—total people, as I said, they may be frustrated and divided, but with the rising inflation, discontent, mass movements and spontaneous movements, what do you think? Do you think

that you are secure in your position? I do not think you are secure in your position. I do think no move under the government can govern this country any more, can solve the problems any more. The problems have become beyond their competence. They cannot do. Such being the condition, to come forward with a black Bill, anti-Indian Bill, not only anti-working class and seeking to trample under foot all the cherished rights of the people for which we have fought and gone to jail not in the British days but during your regime also for which we have given our blood. We had been killed and murdered is something which we cannot understand. We had worked for civil liberty and we have got to throw away the authoritarian rule in our democracy. That is our main objective. So, Sir, under no circumstances, could we agree to any draconian piece of legislation which will ultimately threaten the voices of the working class. Such a legislation would be utilised as it was done in the case of MISA against the Congress Party even. We, the democrats, who cherish the democratic values in this country, cutting across party affiliations, oppose this measure. That being the position, we have come to such a pass and so I request the Government to withdraw this piece of legislation on this memorable day in the sense that we are confident, the entire Opposition are going to oppose this, and so we tell this Government that our opposition to this is not only within the four corners of the House but we will also fight for the repeal of such sorts of law through demonstration, through movement, through agitation, through mobilisation of the people throughout the country as far as it lies within our power. In conjunction with all parties, with all democrats, we are ready to unite on this score. I should say that the entire Opposition considers this piece of legislation as a hoax on the people sought to be perpetrated on the working class. This authoritarian anti-Indian law forewarns us of the dire days that are perhaps in store for this coun-

try. In the end, I oppose it and I again warn this Government not to oppose this Bill totally without any reservation whatsoever, this black bill, this anti-Indian Bill.

SHRI SONTOSH MOHAN DEV (Silchar) Mr. Deputy-Speaker, Sir, I support this Bill wholly, fully and from the core of my heart.

I am a linguistic minority from Assam and when I hear some of the Opposition Leaders speaking with emotion regarding Assam problem, I feel sorry that we have become a political victim of certain routine parties and we are being used as an instrument to foster their political aim all over the country. They are utilising us. Mr. George Fernandes has said that this is a Bill which is going to be misused. Especially he had mentioned about clause number 8 in which an A.S.I. in the Assam Police has been given the extension authority. As a Member of the ruling party I feel that this is a safety value for the Assam agitators. As Mr. Niren Ghosh has said the Assam Police is so much so involved in it, any A.S.I. in Assam, I can assure you, will not utilise this particular law to safeguard the interests of the linguistic and religious minorities. Apart from that, those who are going to Assam in the shape of solving the problems are really agitating the people of Assam. They come back safely and give many press statements in various parts of the country including on the floor of Parliament. They are utilising those who are provoking the agitators. I think that has also proved that the Assam Police or Assam Government which is being run there is not in a mood to solve those problems. I request the great leader, Shri George Fernandes who opposed the Clauses 1, 2, 3 or like that, to send a telegram in my name to my district today evening itself. Let me know whether this telegram reaches my district within five days. Why? Because, I am a linguistic minority in Assam and I am speaking for the people of my

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State as a linguistic minority. There are postal authorities who are intentionally sabotaging the activities of the people who are supporting the Prime Minister and solidly stand on the linguistic minorities issues with her. Let him book one wagon of foodgrains. Let the Railway Minister give one wagon to him. In the name of Silchar Red Cross, let him book one wagon of food-grains from here for the people who have suffered by the M.N.F. movement in Mizoram. If that wagon reaches my place within two months, I will resign my seat as a Member of Parliament. This wagon will not reach that place because in the Railways there are people who are intentionally working to sabotage the activities of the Central Government for rushing essential commodities in remote areas. They will prevent the foodgrains from reaching Mizoram, Tripura, Cachar and other places. Let Mr. George Fernandes travel by air in a chartered plane. Let him land at Gauhati. Let the Central Government give an aircraft to him. If he lands in Gauhati on a day of bandh he will know how he is accepted there. He will not be accepted with garlands by the people there. Then only he will know what Assam agitation is. Sir, it is very easy to say things on the floor of the Parliament. He has been telling us: I have been sent by the people to Parliament. And then he said: This is a common movement for common things. Sir, common movement for common things does not mean that you can incur a loss of Rs. 3 crores per day by way of non-production of oil from the oil refineries. Apart from that, every month, Rs. 200 crores are being lost to the National Exchequer by way of inducted loss due to this movement. I know that the Opposition Members after some years will demand that for the Assam, they should be given some royalty, even though there is no

production at all. I know they will say, Assam is neglected and so on. They will say all these things. But this cannot be done both ways. In Assam, every development work has come to standstill now. In the statement given by the Home Minister, he has stated that 113 gazetted officers were involved in the movement and they were suspended. There were over 200 non-gazetted officers who were involved in the movement and they were suspended. So many gazetted officers are involved. Almost each and every gazetted officer is involved in this movement there and they instigated these trade union workers in a very bad way. Our all India leaders have failed to bring them into the mainstream of national thinking. Now Mr. George Fernandes has not said a single word; he has not condemned them for the colossal loss put to the Government. He has not mentioned a single word against the political murder by Assam Police. In Duliajan an officer of the Oil India, Mr. Robin Mitra was killed. He was not killed by any agitator or by AASU; it is a group of trade union workers at the instigation of some officers who wanted to see that Mr. Robin Mitra is crushed in Oil India, because, he was doing some very good and very constructive work there. Then what happened was, he was brutally killed there. They did not raise any objection. Nor did they condemn this agitation and brutal killing.

SHRI DINEN BHATTACHARYA:
 We have condemned it.

SHRI SANTOSH MOHAN DEV:
 You have not condemned it, but you have tried to shift that blame on to the A.A.S.U. Unfortunately Robin Mitra is a victim of the trade union movement there. But your trade unionists have never condemned it, never protested against it.

Mr. Deputy Speaker, Sir, as I have said in the very beginning, this Bill

should have been moved in the correct way long ago. I support Mr. George Fernandes and Mr. Niren Ghosh when they say that the powers of the Bill should not be misused. They asked what action you have taken? We have also got the same complaint. The Bill is being moved to control the persons who are inciting the movement, but action is not there. It is high time

17.00 hrs.

that action was taken not against all the government employees, not against the all Police, not against all the Government official, but against those Government officials, those government employees who are doing anti-national activities in Assam. Those employees working in Office are raising forcibly funds from the fellow-workers of the linguistic and religious minorities working in banks, postal services in I.I.C., in Railways and Fertiliser Corporation of India. Everywhere this has become the source of their additional income. May I know from the Hon'ble Minister that from June 1979 up to date how many days' salaries have been cut in the case of the government employees in Assam? First it was cut for 15 days and then the Government of Assam has paid back 10 days' salaries to the employees out of those 15 days' cut in their salaries. Does it prove that the President's rule in Assam is against the Government employees? The Centre is trying to bring the Assam State into the stream of all-India activities. But you must realise the position of Cachar, you must realise the position of Tripura. You must realise the position of Mizoram. The people in those States do not get the essential commodities. There is no movement of goods, there is no movement of railways, there is no movement of traffic in those areas. If there is no movement of essential goods continuously for 6 or 7 days, what will happen to those people? Unless there is a free movement of

goods by rail and by roads, the people in those States will be put to a lot of difficulties and everything will come to a standstill. Unless the people who want to help the Government are protected, it will not be able to solve this problem and tackle the situation.

Mr. Deputy-Speaker, Sir. in this Bill, Clause fourteen has been opposed by Mr. George Fernandes and he has said this clause will be misused. I do not know what he means. But I would point out one thing to the Government that these gentlemen who go to Assam every now and then have not, till today, asked the students to sit for the examination, instead provoking to boycotting it. They do not know what is happening to the poor people in villages and districts. As I said, these movements were master-minded by the urban people. The officials in the urban area are getting subscriptions, donations from the tea industries, forcibly getting donations from other employees. With the donations and subscriptions they are enjoying and they do not care for the poor students whose one valuable academic year is wasted due to this agitation. At the same time, what is the fate of those students who have to appear for Matric Examination, P.U.C. examination, etc. in NEFA, in Meghalaya, in Arunachal Pradesh, in Mizoram and in Cachar? They are not a party to this agitation and they are attending the classes regularly. What will happen to them? Mr. Fernandes referred to clause fourteen which should be utilised for any other service not mentioned in this Act. But this clause should also be applied in the case of holding examinations by University and Boards. The Gauhati University Court is thinking of passing a resolution saying that one academic year may be considered as lapsed. It will be a dangerous step and put in jeopardy those boys who are attending their classes regularly and who are due to appear in University and Board examinations. The Mi-

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nister should look into this. I am not against any individual. Some leaders have been visiting Assam, some Members of Parliament have been visiting Assam frequently. Are they going to solve the problem? I doubt very much. They want to keep this problem alive so that the Central Government might become weaker. Every time they go there and say that the Central Government is going to impose Emergency again. They think that if Emergency is imposed, they can again come to power. I think this mistake will not be committed again. That situation will not arise at all and you will not get back to power at all. You should try to survive by doing public work in a better way. Why should the opposition leaders like Shri George Fernandes select Bihar for a conference to solve the Assam issue? This is because he wants to instigate people in Bihar to start another movement. Why is it not held in Assam? If he has got the guts, let him have the conference in Gauhati; all of us can go there and sit there and tell the people what is wrong and what is right. You have already created chaos in Assam. Tripura, Mizoram and Manipur, now you are going to Bihar; then you will go to Orissa. This is only your politics and nothing else. I would say: 'keep an eye on him'.

We are all interested in safeguarding the linguistic and religious minorities in North-Eastern States and other places. It is not the RSS, it is not the CPM; it is only that certain frustrated political leaders are instigating this movement, some of the RSS people, some of the trade unions are getting easy money by this way or that way. Then, they are misusing this money in order to create trouble and North-Eastern India has been selected for this purpose. I think the AASU, Assam Gana Sangram Parishad—CPM friends also—are dancing with the tune of Shri George

Fernandes and he himself is dancing with the tune of secessionist elements in Tripura, Mizoram, Assam and Manipur. Please see the number of meetings that they are holding in public and the number of closed-door meetings that they are having. You can also note the number of times they go to the Prime Minister in order to find a solution for this problem.

Shri Niren Ghosh, who spoke a little while ago, pleaded that the Assam police should be sent to barracks and instead CRP and Army should be brought in. It is very good but once the CRP comes, they will say that the CRP personnel are raping the women and then they will say the same thing about Army. Some of the political parties are already alleging that in Tripura, the Army and CRP are raping the girls. The same cry is there in Gauhati, Tripura, Manipur etc. Can it be true? I would like to remind the hon. Members that the North-Eastern region is a very sensitive area. This false propaganda is already there. To save the North-Eastern region, army has got to play a definite role and they have to be involved. Indian army is the best in the world; their morale is the highest. A group of politicians are trying to create an impression that the morale of the army has already broken down and a time will come when the foreign elements may create a situation in Assam where army will say that we are not for the people of Assam. I do not think Indian army will do that, but a group of politicians are trying to create a situation of bad feelings in the army against the North-Eastern people. But on the floor of this House, I would like to say that our hats are off to the Indian Army and CRP. Our linguistic and religious minorities are safe; this is because our Prime Minister, Shrimati Indira Gandhi is there, some of the political parties, with the ultimate good of the country at their heart, are supporting that,

and the army and CRP are there to help.

I agree that it is not very good to employ army against any civil movement, but why it is being done should be judged by the leaders of the opposition parties. In my district Cachar, there are 90 per cent linguistic and religious minorities. I would not like to mention the name of the officer concerned, but I would narrate an incident what happened over there. The officer concerned was coming on a motor cycle; he stopped, caught hold of a boy and started beating. He asked him why he did not move from the road when he was coming on the motor cycle. He told the boy. You are a Bengali, you do not know even this." The officer was from a particular community, which the hon. Members can imagine.

Who are instigating these people in Assam and other areas? It is only this type of politicians, as I already said. They go to Assam and say: "The Prime Minister is not in a position to solve the problem; this problem cannot be solved now. She has become much weaker than what she was previously; so you go on agitating, you will get your demand of 1951 agreed to." The boys say "No, let us shift 1951." They say: "No, do not do that." Then you will have no future. What future have the boys got? They have no political ambition.

The boys made the statement, viz. "We accept the statement of the Prime Minister, which she made in the Rajya Sabha." What made them change that statement again? Who are the persons responsible for instigating such quick changes of opinion by AASU?

There are some retired IAS officers. These officers reaped the fruits of independence in Assam. Whatever has been done for development in Assam during 32 years, each one of these officers has got property worth

more than what they had earned. Some have got tea gardens and some others palatial houses. And they are earning Rs. 6,000/- to Rs. 10,000/- per month. One of the officers of the rank of IGP has gone to America; and he is now being termed as **Phizo** of Assam. He was in Government service. Government should consider these things and take firm action.

There are also reports concerning Moral Re-armament, which is an American sponsored organisation. I request Mr. Makwana to enquire as to how many professors, doctors and intellectuals from Assam have gone to America and come back from 1948 till to-day, why they went and what was the purpose. He should enquire why they were sponsored by MRA. They were taken by MRA for brainwashing. The work of this organization should be looked into. Most of the people creating trouble have a background of MRA.

India is a secular State. Anybody can preach any type of religions; but in Assam, Tripura and Manipur, the activities of the foreign missionaries should be stopped. If you go to the Railway Minister, he will say: "You asked for 400 wagons: I have given 250." Similarly FCI will say: "You asked for 6000 quintals of foodgrains; we give you 3,000 quintals." This is the situation of supply of essential commodities. As against this, these missionaries are taking foodgrains from Calcutta to Silchar, Tripura, Manipur, Mizoram etc. in trucks after paying them thousands of rupees as freight. They tell the poor people: "You have got a Government; but that Government cannot give you rice and sugar. We have come from other countries to help you. Take this rice, atta etc. free." If the man who cannot get food regularly otherwise, gets one week's rice etc. free of cost, how can you blame him if the next day he agitates at the instance of these missionaries? These things should be looked into. These

are very important matters. Let the Indian missionaries take charge. Let there be no foreign missionary. I have nothing against Christianity; but Indian missionaries should be posted in the north-eastern region, and not foreign ones. There was one well-known missionary doctor in Cachar; he was thrown out of India. But I am told that he is now in Maulabi Bazar in Bangladesh which is only about 50 Kms. away from Tripura. This Dr. Koneiher is known to the Home Ministry.

The Opposition is telling people—and the trade unions are also telling people—that the Government is becoming authoritarian. But Government should not be weakened. The linguistic and religious minorities are looking at the Central Government to safeguard their interests. So, firm action should be taken. Otherwise a stage will come when hunger will know no bounds, and anything might happen. Things are moving that way. I hope Government of India will take action. They need not take action against all Police and all Government officials; but action should be taken against those who are creating trouble.

Our opposition friends said that so many persons were arrested. But many have been released by the court. The Government of India could not stop it, they are not being harassed; they are in public life; and you cannot say that the Government of India is trying to do something against this agitation. The Prime Minister has said times without number that AASU students today are very reasonable. They want to come to a settlement. The Gana Sangram Parishad and the Purvanchal Parishad should be dealt with carefully. They are the real trouble shooters.

I will request the Home Minister, for the cause of the country, for the

cause of the nation, for the cause of the linguistic and religious minorities and to stop this type of occurrence in other parts of the country, if necessary, to see that the time has come to declare the Gana Sangram Parishad and Purvanchal Parishad an illegal body. If you tell a gentleman, that this is a white wall and if he says, no, this is a black wall knowing fully well that it is a white wall. Then you cannot bring them to the round table conference and come to a decision. The time has come to consider that. Otherwise, it will be too late to arrive at any solution. With these words, I conclude my speech.

श्री आरिफ मोहम्मद खां (बानपुर) :
 उपाध्यक्ष महोदय, अभी माननीय विपक्ष के सदस्यों और खास कर माननीय जार्ज फर्नाण्डिस साहब का भाषण सुन कर मुझे अकबर इलाहाबादी का वज्र शेर याद आ रहा है—

बलबले उठने हैं दिन में देख कर उनका जमान
 होमले होते हैं पस्त उनकी नजर का देख कर ।

श्रीमन्, बड़ी मधुर भाषा में, बहुत प्रभावशाली ढंग से मजदूरों और श्रमिक वर्ग की बात उन्होंने कही है। उनके भाषण से ऐसा लगा कि श्रीमन् मजदूरों पर उनकी बड़ी कृपा है। उन्होंने रेलवे की इतनी बड़ी हड़ताल कराई थी, मजदूरों को आन्दोलन में लगाया था। तीन साल मंत्रिमण्डल में रहने के बाद भी वे उन्हें नहीं भूले। फिर उनका नेतृत्व करने लगे हैं।

श्रीमन् उन्होंने चूँकि मजदूरों की बात की है इसलिए मुझे भी बहुत अच्छा लग रहा था अगर माननीय गृह मंत्री जी का उद्देश्य मजदूरों को दबाना है तो मैं श्रीमन् माननीय गृह मंत्री जी से भी इतिफाक नहीं करूँगा और जार्ज फर्नाण्डिस साहब की बात मुझे अच्छी लगेगी। लेकिन श्रीमन् जो कुछ वे कह रहे थे आखिर उसके पीछे नियत क्या है? उसका भी थोड़ा जायजा लेना पड़ेगा। श्रीमन्, वे मजदूरों की हिमायत की बात कर रहे थे। लेकिन मैं उनसे पूछना चाहता हूँ कि क्या वे उनकी बात नहीं कर रहे थे जो राष्ट्र विरोधी आन्दोलन चला रहे हैं, इस देश को खंडित खंडित करना चाहते हैं, इस देश के अल्पसंख्यकों पर जुल्म डालना चाहते हैं? श्रीमन् उन्होंने मजदूरों और मजदूर वर्ग की बात की और मजदूर के नाम पर उन्हें बचाने की बात की जिनके बारे में हमारे माननीय सदस्य श्री संतोष मोहन देव जी ने इतनी बातें यहां पर बतलायी। चूँकि वे उसी इलाके के हैं इसलिए उन्होंने वहां की सारी तस्वीर को यहां रखा।

श्रीमन् यहाँ पर श्रीर बातों के साथ साथ आपात काल की बात भी की गई और कहा गया कि क्या यह सब कुछ फिर से आपातकाल की घोषणा करने के लिए हो रहा है। श्रीमन् आखिर आजादी से तात्पर्य क्या है, मतलब क्या है? कौन सी आजादी वे चाहते हैं? वह आजादी चाहते हैं जिसमें उनके मंत्री रहते हुए स्वदेशी काटन मिल कानपुर के मजदूरों को अपनी मजदूरी मांगने का भी अधिकार नहीं था? उनके मंत्रित्वकाल में दो सौ मजदूरों को गोली से उड़वा दिया गया। श्री जार्ज फर्नाण्डिस कानपुर जाकर कहते हैं 12 मजदूर मारे गये। श्रीमन् कानपुर मेरा चुनाव क्षेत्र है। (व्यवधान) मगर मुझे आपके ऊपर ग़म आता है। मेरे पास बंगाल का वह पोस्टर मौजूद है जिसमें लिखा हुआ है कि अगर मांप और बंगाली को देखो तो पहले बंगाली को मारो। बंगाली को मारने वाले जार्ज फर्नाण्डिस को आप कामरेड कहते हैं, उनके समर्थन करते हैं। श्री जार्ज फर्नाण्डिस किन के हितों की रक्षा कर रहे है सदन में बैठ कर? वह तो कहते हैं कि बंगाली और साप को देखो तो पहले बंगाली को मारो। यह इंडिया टुडे है। यह फोटो है श्रीरतों की वेल फेड, वेल क्लेड। बड़े बड़े अधिकारियों की बीवियां हैं। अच्छे कपड़े पहने हुई हैं। सामने इन्होंने तख्तियां लगा रखी है गेट आउट इंडियन डाग्स। श्री जार्ज फर्नाण्डिस जानें है तो उनका स्वागत सत्कार होता है। इंडियन को डाग्स कहा जाता है और कहा जाता है यहां से चले जाओ। यह क्या कहते है ये जानें या वे जानें। लेकिन उनका स्वागत ये करती हैं और दूसरों को कहती है भारतीय कुत्ते बाहर जाओ। इससे ज्यादा धर्म की बात दूसरी नहीं हो सकती है। हिन्दुस्तान की अखण्डता को तोड़ने की साजिश करने वालों को सरकार कभी बरदाश्त नहीं कर सकती है। इस सुप्रीम हाउस में बैठ कर उनका समर्थन किया जाए, उनके समर्थन में बातें की जाए, इसको बरदाश्त नहीं किया जा सकता है। उनकी दिलचस्पी किसी चीज में नहीं है, अल्पसंख्यकों के हितों की रक्षा करने में भी नहीं है। उनकी दिलचस्पी किसी और चीज में है जो देव जी ने बताई है—दिलचस्पी इस में है कि किस तरीके से सत्ता की कुर्सी पर पहुंचा जा सकता है, किस तरह देश में अशान्ति पैदा की जा सकती है, सत्ता तक पहुंचने के लिए लोगों को मरवाना पड़े तो कोई बात नहीं है, देश में मारकाट करवानी पड़े तो कोई बात नहीं है, तनाव पैदा करना पड़े तो कोई बात नहीं है, अशान्ति पैदा करनी पड़े कोई बात नहीं है, रेलों की पट्टियां उखाड़नी पड़े, कोई बात नहीं है, पचासों एक्सीडेंट करवाने पड़े कोई बात नहीं है, डायनामाइट का इस्तेमाल करना पड़े कोई बात नहीं है लेकिन सत्ता की कुर्सी पर जसे भी हो पहुंचा जाए। यह बड़े ही अफसोस की बात है। यह जो हमारी राजनीति की बीमारी है इसका मुकाबला किया जाएगा और हमारी सरकार कर भी रही है और मैं इसके लिए गृह मंत्री जी को बधाई भी देना चाहता हूं।

वह कह रहे थे कि आजादी खत्म हो गई है

मजदूरों की। मैं पूछना चाहता हूं कि आजादी का मतलब क्या है, क्या अर्थ वह आजादी का लेते हैं, किस तरह की आजादी की वह बात कर रहे थे? इंसानों के समाज में जंगल की आजादी नहीं होती है। रेस्ट्रिक्शन के बगैर आजादी जंगल की आजादी होती है जहां शेर को आजादी है कि वह हिरण को खा जाए, भेड़िये को आजादी है कि वह बकरी को खा जाए। सभ्य समाज में आजादी का मतलब यह है कि मेरा हाथ वहां तक ही जाए जहां किसी दूसरे की नाक मेरे हाथ से न टकरा सके। यह कहां की आजादी है कि ऐसे लोगों को भड़काया जाए जो कम तादाद में हैं चाहे धार्मिक आधार कर या जवान के आधार पर और उनकी जिन्दगी मुश्किल कर दी जाए, उन लोगों को भड़काया जाए जिन लोगों की वजह से मुल्क को रोजाना करोड़ों का नुकसान हो रहा है। अर्थ विहीन आजादी हम को नहीं चाहिए, अर्थ युक्त आजादी चाहिए, मीनिंगफुल लिबर्टी चाहिए, ऐसी आजादी चाहिए जहां पर सिर्फ मजबूत आदमी को ही अधिकार न हो, जिस के हाथ में डायनामाइट हो उसी को अधिकार न हो कि वह जहां चाहे चला जाए, बल्कि कमजोर आदमी को और बगैर डायनामाइट वाले को भी अधिकार हो कि वह जहां चाहे चला जाए।

सरकार को चलाने के लिए कुछ तरीके हैं जो इस्तेमाल करने पड़ते हैं। सरकार चलानी हो तो सब को खुश नहीं रखा जा सकता। जो आदमी दूसरों की आजादी में खलल डालेगा, जो आदमी दूसरे के घर में घुस कर डाका डालेगा, चोरी करेगा, जो राष्ट्रीय रिसोर्स को बर्बाद करने की कोशिश करेगा, जो देश को खंडित करने की कोशिश करेगा, उसे इन कामों को करने की आजादी नहीं दी जा सकती है, फिर चाहे वह नाराज हो या खुश हो।

मैं याद दिलाना चाहता हूं कि भारत की सभ्यता बड़ी पुरानी सभ्यता है। हमारे यहां एक किताब है जिस का दुनिया की तमाम जवानों में तर्जुमा हुआ है और वह है कौटिल्य का नीति शास्त्र। उस में यह है कि अगर किसी सरकार को, किसी राजा को किसी शासन को अपराधी को दंड देने का अधिकार न हो, दंड देने की क्षमता शासन के अन्दर न हो तो ऐसा समाज मलियों का समाज बन जाता है जहां बड़ी मछलियां छोटी मछलियों को खा जानी है। अपने समाज को मछली का समाज हम हरगिज नहीं बनने देंगे। यह सभ्य समाज है, इन्सानों का है। हमने कुछ कानून, कुछ संविधान कुछ मर्यादाएं अपनी मर्जी से स्वीकार की हैं और उसी के अनुसार हम यहां बठे हुए हैं। हम चाहते हैं कि कानून सिर्फ होना ही नहीं चाहिए, कानून का सम्मान भी होना चाहिए।

श्रीमन्, मैं माननीय गृह मंत्री से आप के माध्यम से अनुरोध करूंगा कि इस अध्यादेश का

[श्री धारिक मोहम्मद खां]

इस्तेमाल कानून बनाने के बाद केबल उनके ही खिलाफ नहीं होना चाहिए जो कानून को तोड़ते हैं, जो दूसरे की संवैधानिक आजादी से उसे वंचित करते हैं, जो दूसरों की जिन्दगी को मुश्किल करते हैं, बल्कि इस कानून का इस्तेमाल उनके खिलाफ भी होना चाहिए जो उन्हें ऐसा करने के लिए उकसाते हैं और उन्हीं के उकसाने पर आज असम में यह स्थिति पैदा हुई है।

आप आपातकाल की और आजादी की बात करते हैं, हमने चुनाव में कहा था कि—वोट उन्हें, जो सरकार खला सकें। इस देश के लोग कमजोर नेतृत्व नहीं चाहते हैं, 3 साल का कमजोर नेतृत्व उन्होंने देख लिया है। उन्होंने उस नेतृत्व को वोट दिया है जो नेतृत्व, जो सरकार कानून को लागू कर सके, जिसके अन्दर यह ताकत हो कि कानून न सिर्फ बनाये बल्कि कानून का सम्मान भी करा सके और उस स्थिति को बहाल करने के लिए मुझे यकीन है कि यह कानून इसमें पूरी मदद करेगा।

अध्यापकों के लिये कह रहे हैं, तो इस बात की याद दिला रहे हैं कि इस कानून को मजदूर विरोधी, आजादी विरोधी बन्नी कहने रहे हैं जो 2 साल पहले इसी सदन में औद्योगिक सम्बन्धी अध्यादेश लेकर आये थे। उससे मजदूरों को कितनी सुरक्षा और कहां तक अधिकार थे, उससे मजदूरों को कितना काम करने की इच्छा मिलती थी, उसकी कल्पना ये खुद कर सकते हैं। मजदूरों ने उसका विरोध किया, सिर्फ मजदूरों ने नहीं किया, बल्कि पूरे देश की जनता ने उनका विरोध किया, उनके काम करने के तरीके का विरोध किया। इसीलिए उन्हें इतनी जल्दी जाना पड़ गया।

अफसोस यह है कि आज मैं लायब्रेरी में देख रहा था, एक पत्र है 'आर्गेनाइजर' दूसरा पत्र है "पांचजन्य"। उसकी पिछले दिनों की कुछ कारियां देख रहा था और मैं सोच रहा था जो कुछ उसमें लिखा था उसे देख कर, कि बंगाल की पवित्र भूमि में जन्मे श्यामाप्रसाद मुखर्जी अगर आज ज़िन्दा होते और वह देखते कि उनके नाम पर राजनीति करने वाले लोग कैसे उन्हीं की भाषा बोलने वालों का कत्लेआम करवा रहे हैं असम में, तो शायद वह भी दोबारा उस पर सोचते कि किस तरह के लोग उनका नाम लेकर जमा रहे हैं।

मैं देख रहा था, अगर आप सुनें तो मैं माननीय गृहमंत्री जी का ध्यान दिलाना चाहूंगा, इसलिए कि शायद जो कुछ लिखा गया है, उस पर भी एक कानून लागू किया जा सके। कहा गया है— "असम विदेशी शक्तों के शृंगल में," एक जगह लिखा गया है—

"असम टूटने के कगार पर", एक जगह लिखा गया है— "पूर्वोत्तर सीमा पर नये देश का खोका", यह आर्गेनाइजर और पांचजन्य में है। मैं तो समझता हूं कि शायद अब दिल्ली में यह कानून इतना प्रभावी है कि अगर दिल्ली में इस तरह असम आन्दोलन की हिमायत में विपक्ष में बैठे हमारे सदस्य बयान दें, जिस तरह असम में हंगामा कराने वाले लोग इस सदन के बाहर भूख-हड़ताल पर बैठते हैं, उन्हें उकसाते हैं, अगर वह काम असम की सीमा में अब करें और इस कानून का अगर सही इस्तेमाल हो तो शायद यह उन पर भी इस्तेमाल हो जाये। मैं तो शायद इसलिए कहता हूं कि यह खयाल करते हैं कि यह विपक्ष के माननीय सदस्य हैं, इन पर किसी ऐसे कानून का इस्तेमाल नहीं होना चाहिए। लेकिन इस सदन का सदस्य रहते हुए अगर मैं किसी अपराध में शामिल हो जाऊं तो क्या मेरे ऊपर दंड संहिता के कानून लागू नहीं होंगे? अगर सदस्य रहते हुए माननीय जार्ज फर्नाण्डिस या कोई दूसरे सदस्य आसाम की स्थिति को और विस्फोटक बनाने की कोशिश करें, तो यह कानून निश्चित तरीके से उनके खिलाफ भी लागू होना चाहिए।

आखिर में मैं आपको धन्यवाद देते हुए और गृहमंत्री महोदय को बधाई देते हुए इस विधेयक का समर्थन करता हूं।

SHRI NARAYAN CHOUBEY (Midnapore): I beg to oppose this Bill because this is a draconian law. I beg to submit one thing. You had this ordinance which you are converting into law. What have you achieved? Here you have the pretext of the Assam situation. But what is the reason for bringing forward such ordinances in Gujarat, Maharashtra and Orissa? In the four months of the parliamentary elections, you have brought forward a Bill by which you can arrest anybody without any warrant. This is a draconian law that you are going to enact. We are very much apprehensive as to what the Government is going to do. Gradually, it is becoming a pattern throughout India to pass such laws. It seems that the Government is out to declare emergency without formally declaring the same.

The other day, our Prime Minister called a meeting of the trade unions. What did she say? Eschew strikes; do

not go on strike. Well and good. Workers do not go on strike just for fun. The working class is very much responsible to the nation. It is they who run the trains; it is they who run the industry; it is they who produce everything that we consume. 90 per cent of the working class is perfectly responsible if they are not hindered by the activities of the ruling party. She never said, what would happen to the legitimate demands of the working class: whether their demands would be met. She simply said: eschew strikes.

My friend opposite has raised the question of minorities. Of course, Assam is in trouble. But what is the genesis of this trouble? It is due to long neglect of the problems of the people of Assam. It is due to imbalance of development in that area. It is due to frustration created in the people of Assam because their problems have not been tackled properly. As Shri Niren Ghosh has said, the bourgeois Government can never solve our problems any more. Assam is a glaring example of that. In the socialist world, there are many countries with many languages, with many religions but you will never find such a secessionist movement going on there. Why is it so? There are two reasons—the imbalance of development and frustration of the young and educated people of Assam. Above all these things, people want to divide the country. CIA agents have been functioning there for a long time. Naturally, other agents have also been functioning. You have allowed them to function there for a pretty long time. That was the sin you have committed. Now, you are reaping the harvest.

Minorities problem is a serious problem. Bengalis and Muslims are being attacked. They must be safeguarded. How? I beg to submit to our friends in the ruling party that you were in possession of this draconian power through the ordinance since April,

1980. Could you check this? You could not do that. It has been a futile effort. Since it has been a futile ordinance, how can you expect results by simply turning it into an Act? You could not use it and now also you cannot use it for obvious reasons. I do not think you should use it, but you also could not because the situation was such. So, how to meet the Assam situation? Assam situation can be met in the manner, as our Party, the CPI, the CPI (M) party or even the Congress (I) stated that it must be solved in a political manner, it must be settled across the table. Assam people's difficulties must be looked into, their genuine grievances must be looked into, and an atmosphere must be so created as to solve the problem peacefully. By enacting such laws you are giving provocation to such elements as are secessionist in Assam, who will be provoking the common people of Assam to secede from India. This enactment will prove to the secessionists that the Government of India does not want to negotiate across the table, and they want only to suppress the Assamese people. So the secessionists call upon the people of Assam not to go to the negotiating table. Beware that this enactment will create only such a situation. It won't help to diffuse, which is very much required.

Lastly, I would like to submit one thing. The test of the pudding lies in eating. With all the best intentions to solve the Assam problem you have brought this Bill, but you have failed to convince us. What is our experience of the trade union movement, of the working class movement and of the democratic movement for the last so many years? Every time you made some rules or passed some Acts, the first thing you did was that you used them against the working class movement, the democratic movement and other progressive movements. So, we are very much apprehensive that you will be using this law against the working class.

SHRI DINEN BHATTACHARYA:
 Misuse.

SHRI NARAYAN CHOUBEY: It is not misuse. This is the only thing which they will make use of. It is not a by-product. It is only a product of this Act.

SHRI M. RAM GOPAL REDDY:
 The working class people voted us.

SHRI NARAYAN CHOUBEY: They voted you yesterday, but they will not vote you tomorrow if you go in this way. Be sure of this. (*Interruptions*). One thing I would like to submit to the Ruling Party is that you should also think that the situation in Assam, Nagaland, Mizoram, Manipur, Tripura and Meghalaya must be settled politically. If you want to settle politically, the secular forces, the socialist forces, the democratic forces must be in robust health so that they can face the Assam situation better. You know, in West Bengal we had declared hartal, Bangla bandh, on 17th May, and what was that for? Your Congress (I) people wanted to stop sending materials to Assam, they wanted to block supplies to Assam, they wanted that those people should not get food, salt and oil. The Left forces in West Bengal did not want to starve Assamese people and I am glad that the entire West Bengal including the Congress (I) supported the bandh and the Bangla bandh took place and they raised the morale of the fighting people, the democratic people, the secular people, the socialist people, to face the situation. By such Acts as you are going to pass now, if you suppress the working class people in Assam, you will throttle democracy in Assam and you are not going to solve the problem this way. It will add fuel to the fire. Neither you can solve the problem nor can you get any benefit out of it. So, I would request the Government to withdraw this Bill and see that the

nationalist Assamese people think that the Government of India is not out to throttle them, is not out to suppress them, but they want a dialogue and they want to settle the situation across the table. So, I request you to withdraw this Bill which is draconian and which is anti-working class.

With these words, I oppose this Bill.

SHRI P. A. SANGMA (Tura): I rise to oppose the resolution move by hon. Member Shri Fernandes and to support the Bill introduced by the hon. Minister Shri Makwana.

At the very outset I would like to place this on record that I fully share the genuine sentiments and aspirations of the people of Assam on the foreign nationals issue. This issue is not confined to Assam alone. In fact, it concerns the entire northeastern region. So, I know what the real feeling in that area is. But, while appreciating the genuine concern of the people of that area, I must point out to the leaders of the movement in Assam that their purpose has been achieved, that the continuation of this movement is counter-productive to the people and therefore they should now seriously think of a solution.

Shri Fernandes and other friends on the other side have opposed this Bill. My hon. friend Shri Sontosh Mohan Dev was very harsh to them. I would like to plead with him not to be so harsh because they are opposing this Bill. The reason perhaps is that they do not know what is actually going on in the northeastern region.

The nine months' long agitation in Assam has not only affected the State of Assam, it has affected the entire northeastern region. The House will remember that on the opening day of this session I had put forward before the House the hardships that were being faced by the people. Shri Sontosh has given ample examples to show

how the people are suffering there. You are talking about the working class. This Bill has nothing to do with them. It deals with the people of the entire northeastern region, the starving people there, and you are advocating the cause of the working class. It is not the working class that is suffering there, it is the common people who are suffering. There is no rice, no communication, no essential commodities. The normal life of the people has been completely paralysed and dislocated. I do not understand why you talk only of the working class when today we are concerned with the people, not the working class alone. (*Interruption*).

Do you know there are places in my constituency where if you want to buy a piece of soap, you have to go two days on foot to reach the market? Do you know that in order to reach the police station, one has to walk seven days? Have you ever been in the northeastern region, have you ever known the people there, have you ever seen the hills there, realised what a difficult life the people are facing there? And you are talking of the working class when people are dying of starvation, do not have the minimum necessities of life. Because of this movement, everything has been stopped. From tomorrow onwards again there will be no train service. You do not know. I am trying to educate you. Why don't you get yourself educated? You must get yourself educated about our region. Do you know how many people are stranded? I have got about 35 boys of an excursion party in my house, who are stranded because they cannot go back to our part due to the bandh in Assam. Do you know that people are seriously ill there, but cannot be brought to Delhi Hospital because there is complete dislocation? Do you know the real sufferings of the people there? They are starving for so many days. Thousands and thousands of students have lost

their studies for a year. Can we compensate for the students who are doing technical education, engineering, medical—in every field, who have lost one year? This year, we do not have any colleges where we can send our students. We are trying to impress upon the Government of India that our students, a larger number of them, should be given admission outside the northeastern region, the medical colleges have been closed because of the movement. How are you going to build the society? A very respectable Assamese gentleman the other day, when the IAS Examination results appeared, rang me up and said that there is no Assamese boy who has passed the IAS Examination this year. Assamese are intellectuals, there are so many Assamese who had become IAS Officers in the last so many years. In fact, the north eastern region is fed by Assamese intelligentsia, but today, we have no Assamese coming out successful nobody has appeared for the examination. Is it the way we are going to build our society?

AN HON. MEMBER: Ask the Government that has been ruling for thirty years?

SHRI P. A. SANGMA: That is why the present Government is trying to help the people there. In the name of the working class, it is said that this Bill is anti-people.

AN HON. MEMBER: Is this going to produce IAS Officers from Assam?

SHRI P. A. SANGMA: It will Mr. Fernandes said: 'I do not know how the Government is being run.' Well, that has been understood by the people of this country and it is precisely because you did not know how to run the Government, that, even though you were voted to power for a period of five years initially, the people have thrown you out of power. If you want to bring normal life in the north eastern area, if you want to serve the people who have been completely cut

(Shri P. A. Sangma)

off from the rest of the country, who have been denied of bare necessities of life, this bill has become a necessity, in fact, an absolute necessity. I received several telephone calls last night that we are trying to send some coal from our region to the rest of the country, everything has been dumped at New Bongaigon, there are no wagons. Something should be done about this. My friend, from Arunachal Pradesh, has been telling me that the people, who depend on the export of timber and ply-wood, have not been able to export these items because of the movement. Our geographical location is such that everything has to come *via* Assam to our region. Therefore, in order to save the starving people, this Bill is a necessity and I fully support it. Whatever points I had to say, I had already said in the last debate. I have always been saying them. Keeping in view the living conditions of the people there at present their abject poverty, and the lack of essential commodities there, this bill is brought forward to help the people. I do not know why Mr. Fernandes said that it is anti-people. It is precisely to help the people, to make available the essential commodities like food articles and drinking water, to the people there, that this Bill has been brought forward. With these words, I fully support the Bill.

SHRI C. T. DHANDAPANI: (Pollachi): Mr. Deputy-Speaker, Sir, the Assam problem is brewing right from October, 1979. Even after 9 months, the problem could not be tackled as demanded by the entire country.

The Bill is being brought forward by the Government to ensure supply of essential commodities and the maintenance of essential services and other law and order matters. It is the responsibility of the Government to bring about normalcy in the work-ments. It has been pointed out by

ments. It has been pointed out by all sections of the House that the Government is delaying to find out a proper solution to the problem of foreign nationals in Assam. The Government was also requested to take stern action against those who are instigating the Assam agitation. The Government is also taking utmost care in dealing with this problem. That is why for all these months the Government is going step by step in order to bring about normalacy in Assam.

As far as the Assam problem is concerned, our friends have said here about the backwardness of Assam as well as of the north-eastern sector, about their needs and their living conditions, about everything. But fortunately or unfortunately, something which has now erupted in that area is not the problem of Assam alone but it is the problem of the whole country. It is a challenge to the entire country on the question of national integration. Therefore, the Government should make all-out efforts and should take stern action to see that normalcy is maintained in Assam.

It is in that context that the Government has placed this Bill before the House for its approval. I totally welcome this Bill...

AN HON. MEMBER: The most loyal Opposition.

MR. DEPUTY-SPEAKER: When you oppose it, he can support it.

SHRI C. T. DHANDAPANI: The simple reason is that the demand of Opposition is also incorporated in this Bill. For example, many people from our friends' side....

SHRI DINEN BHATTACHARYA: Friends' side is that side, not this side.

SHRI C. T. DHANDAPANI: They have made an appeal to the Government to deport foreign nationals. Foreign nationals are there in the agitation of Assam.

AN HON. MEMBER: You are going to be divorced very soon.

SHRI C. T. DHANDAPANI: The deportation of foreign nationals is a question which was demanded by our friends here.

Now, this is what Clause 6 says:

"Any person who instigates or incites other persons to take part in, or otherwise acts in furtherance of, a strike which is illegal under this Act shall be punishable with imprisonment...."

As far as foreign nationals are concerned, it has been stated that they are instigating the agitation in Assam. Again, this is what Clause 7 says:

"Any person who knowingly expends or supplies any money in furtherance or support of a strike which is illegal under this Act shall be punishable with imprisonment for a term which may extend to one year...."

It has been argued that foreigners are there.

AN HON. MEMBER: Who are the foreigners? Can you define the term?

SHRI C. T. DHANDAPANI: The Assamese say that Bengalees are foreigners. Whether I believe it or not, the Assamese say so; I am not saying it.

AN HON. MEMBER: Next you will say the Arvans are foreigners.

SHRI C. T. DHANDAPANI: That is Jyoti Basu's version, not ours. The Chief Minister Jyoti Basu said that only Tamilians and Dravidians should remain and others should be deported. That is not our theory.

So, therefore, it is necessary for the Government to bring this Bill.

Secondly, so far as petroleum supplies are concerned, Government has incurred a loss of several crores of rupees. Therefore, it is essential to bring this legislation.

It was stated by some friends here, about the working classes, that Government wanted to suppress the working class by bringing this Bill. At the same time, another argument was also advanced that, even otherwise, the ordinary law is enough to tackle any strikes or other agitations. So two versions have been advanced, one being that this Bill need not be brought here as the ordinary law is enough.

The third argument was that the Central Government is trying to suppress the working class and bring about some kind of dictatorship or something like that. I want to ask one question. If it is the motive of the Government to suppress the working class, according to our friends, the Government can suppress the working class with the laws which already exist and this Bill is not necessary. Therefore the Government has no intention of suppressing the working class.

I want to give one example. Day before yesterday we had a meeting with our Finance Minister with regard to the agitation and strike in the Neyveli Lignite Corporation. A Joint Committee was formed with all political parties—the CPI, CPM Janata etc. being represented on it. The DMK was in a majority, and I also represented my Party in the matter. The strike was there but, on the request of Shri Chaudhuri, the Minister for Energy, the strike was withdrawn. The representatives of the working class were taken to Delhi and a discussion took place. Our Finance Minister as well as the Minister for Energy were good enough to concede all the demands put forth by

[Shri C. T. Dhandapani]

the working class. If the Central Government is very much against the working class, they would have turned down the request of the employees, but they accepted the demands. All the Trade Union leaders or representatives were there. They were given air tickets and sent back from Delhi to Madras yesterday. The employees got more than what they wanted. Therefore, this Government is not against the working class.

SHRI SAMAR MUKHERJEE: This is because of the Joint Committee. It is a simple thing; you don't understand. The working class' striking power is so powerful that they had to concede their demands. If there were no unity amongst them, no demand would have been conceded.

SHRI C. T. DHANDAPANI: I want to give you some information regarding the Neyveli Lignite Corporation. Even singly, the DMK got its demand in 1974 without the assistance of any political party. Normally the CPM never signs on any agreement...

MR. DEPUTY-SPEAKER: We have to go on to the next item: you can continue tomorrow.

18.00 hrs.

PAPERS LAID ON THE TABLE— Contd.

NOTIFICATION UNDER CUSTOMS ACT, 1962

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI BHISHMA NARAIN SINGH): On behalf of Shri Maganbhai Barot, I beg to lay on the Table a copy of Notification No. 134/80-Customs (Hindi and English versions) published in Gazette of India dated the 3rd July, 1980, together with an explanatory note regarding exemption to hessian based jute specialities when exported out of India, from the whole of the duty of customs

leviable thereon, under section 159 of the Customs Act, 1962. [Placed in Library. See No. LT—993/80]

18.01 hrs.

HALF-AN-HOUR DISCUSSION

ADDITIONAL FACILITIES TO FREEDOM FIGHTERS

श्री रामाबतार शास्त्री (पटना) : मैं 11 जून के प्रतारकित प्रश्न संख्या 364 के उत्तर से उत्पन्न प्रश्नों के बारे में चर्चा उठा रहा हूँ। जिस प्रश्न की मैंने चर्चा की है वह प्रश्न मेरे ही नाम से था। इस प्रश्न के पहले मैंने 7 अप्रैल, 1980 को प्रधान मंत्री जी को एक पत्र लिखा था और उस में स्वतन्त्रता सेनानियों की कठिनाइयों के बारे में, उन की दिक्कतों के बारे में तेरह सूत्री मांग पत्र रखा था। उसी मांग पत्र के बारे में यह 11 जून का प्रश्न था। उसी प्रश्न के सम्बन्ध में मैं यह चर्चा शुरू कर रहा हूँ।

देश के स्वतन्त्रता सेनानियों ने जो कुर्बानियाँ कीं, जिस प्रकार से देश को आजाद करवाने में अपना सर्वस्व न्योछावर किया, वह जग जाहिर है और उसी का प्रताप है कि हम और आप यहाँ स्वतन्त्र भारत में स्वतन्त्र संसद में बहस मुबाहिमा कर रहे हैं। स्वतन्त्रता सेनानियों की कठिनाइयों के बारे में देश में तथा दोनों सदनों में बरसों से मवाल उठते रहे हैं जिस के परिणाम स्वरूप 1972 में भारत सरकार ने स्वतन्त्रता सेनानी पेंशन योजना चालू की

श्री नूल चन्द डामा (पाली) : कांग्रेस ने की थी।

श्री रामाबतार शास्त्री : लेकिन हम के लिए बहुत आन्दोलन करना पड़ा था और हाउस के बाहर भी करना पड़ा था। आप ने मजबूर हो कर या सहमत हो कर इस को चालू किया।

इस याजना के तहत दो सौ रुपये की पेंशन प्रत्येक स्वतन्त्रता सेनानी को दी जाती है। सरकार का जो उत्तर, मेरे प्रश्न संख्या 1092 के सिलसिले में 19 मार्च को आया है उस में बताया गया है कि पेंशन पाने वाले सेनानियों की संख्या उस समय 1 लाख 17 हजार 925 थी और जिन की दरखास्ते नामंजूर कर दी गईं, उन की संख्या 94 हजार 451 थी। आज उन की संख्या क्या है मुझे मालूम नहीं है। प्रायः सभी स्वतन्त्रता सेनानी बूढ़े हो चुके हैं। बूढ़ापे में जो कठिनाइयाँ किसी के साथ होती हैं वे उन सेनानियों के साथ भी हैं। तो इन कठिनाइयों को देखते हुए अखिल भारतीय स्वतन्त्रता सेनानी संगठन ने 8-सूत्री मांग-पत्र भारत सरकार के सामने रखा और स्वतन्त्रता सेनानी संगठन की तरफ से प्रधान मंत्री और गृह मंत्री से हमारा प्रतिनिधि-मंडल भी मिला और उन के सामने 8 मांगें रखीं। 8 मांगों

मैं से कुछ महत्वपूर्ण मांगें मैं बताना चाहता हूँ जो कि सरकार के पास हैं।

पहली मांग है कि जनता शासन के दौरान स्थगित की गई स्वतन्त्रता सेनानियों की पेंशन को बहाल किया जाये।

यह ठीक है कि जनता पार्टी की सरकार ने स्वतन्त्रता सेनानी विरोधी नीति अपनाई थी, जिस का समर्थन कोई नहीं कर सकता और मैं उस का विरोधी हूँ।

एक माननीय सदस्य : आप की मदद थी, उनके साथ।

श्री रामावतार शास्त्री : आप यह नहीं जानते, आप को राजनीति छोड़ देनी चाहिये। आप को यह खबर नहीं है कि सी० पी० आई० कभी भी जनता पार्टी की सरकार के समर्थन में नहीं थी।

एक माननीय सदस्य : आप अभी भी कर रहे हैं, पहले भी कर रहे थे।

श्री रामावतार शास्त्री : उपाध्यक्ष महोदय, 'हाऊ कैन आई'...

दूसरी मांग है कि स्वतन्त्रता सेनानी पेंशन योजना का मांविधिक मान्यता दी जाये।

तीसरी मांग है कि इस योजना का नाम बदलकर सम्मान पेंशन योजना रखा जाये। क्योंकि जनरल पेंशन बहुत तरह के लोग पाते हैं, दोनों पेंशनों को एक तरह में मिला देना उचित नहीं है। दोनों में फर्क होना चाहिये। इससे आप उन सेनानियों का सम्मान कर रहे हैं जिन्होंने आजादी की लड़ाई में अपनी शानदार भूमिका अदा की है इसलिये उम्र पेंशन में और इसमें फर्क होना चाहिये।

चौथी बात है कि पेंशन की राशि 200 रुपये में बढ़ाकर 500 रुपये प्रतिमाह की जाये, क्योंकि मंहगाई बहुत हो गई है। सन् 1972 की तुलना में आज मंहगाई काफी आगे बढ़ गई है।

पांचवी मांग है कि 5000 रुपये त्रिनकी वार्षिक आय हो, उनको स्वतन्त्रता सेनानी पेंशन की राशि नहीं मिलेगी, इस बारे में हमारा संगठन चाहता है कि इस शर्त को हटा दिया जाये। कोई आमदनी की सीमा नहीं रहनी चाहिये। बहुत से सेनानी अभी भी कई कटेगरी के बचे हुए हैं, उनको भी स्वतन्त्रता सेनानी माना जाये। कुछ जाली सेनानी भी हैं, उनके बारे में आप जांच कर सकते हैं। जांच-पड़ताल करने के बाद कार्य-वाही करनी चाहिये। इसमें बड़ा गड़बड़शाला है, जिसको चाहा पेंशन बन्द कर दी। अगर भ्रष्टाचार का शिकार वह सेनानी नहीं हुआ, घूस नहीं दिया तो उसकी पेंशन बंद हो जाती है।

बहुत सारे हमारे सेनानी ऐसे हैं, जिन्होंने भंडार-भांडा रहकर देश की सेवा की है, लेकिन उनके पास कोई रिक्त नहीं है। हमारे संगठन ने मांग की है कि अगर राष्ट्रीय नेता उसे प्रमाण-पत्र देते हैं तो उसको स्वीकार करना चाहिए और ऐसे लोगों को भी पेंशन देने की बात पर विचार करना चाहिये। यह मांगें हमने रखी थीं।

इसका जवाब 19 मार्च को हमारे ही प्रश्न के जवाब में तारंकित प्रश्न सं० 124 में दिया गया कि उपर्युक्त जो 8 मांगें संगठन की हैं, उन पर विचार किया जा रहा है और शीघ्र निर्णय लिया जायेगा। मैं जानना चाहता हूँ कि शीघ्र का क्या अर्थ होता है? मार्च का जवाब है और अब हम जुलाई में प्रवेश कर गये हैं, अभी तक कुछ नहीं हुआ। मैं चाहूंगा कि मंत्री जी सदन के सामने यह रखें कि इन मांगों के बारे में सरकार ने अब तक क्या विचार किया है।

हमारे लिए यह सौभाग्य की बात है कि हमारे दोनों सदनों में स्वतंत्रता-सेनानी सांसदों की संख्या 103 है। हमने प्रधान मंत्री को यह सूची दी है और उनसे निवेदन किया है कि वह इन सदस्यों में से एक कमेटी बना दें और सरकार जाली स्वतंत्रता सेनानियों के मवाल और दूसरे सवाल के बारे में इस कमेटी की राय से निर्णय ले। यह ठीक है कि सरकार के दफ्तरों में भ्रष्टाचार है, चाहे वह दिल्ली का दफ्तर हो चाहे बिहार का दफ्तर हो। भ्रष्टाचार को रोकने की कोशिश होनी चाहिए। सरकार कहती है कि कोई उदाहरण बताओ। हम उदाहरण तो बहुत दे चुके हैं। मैं बता सकता हूँ कि बिहार में कुछ अधिकारियों ने स्वतंत्रता-सेनानियों से घूस लेकर चार-चार मकान बनवा लिये हैं। उनसे एक हजार, दो हजार रुपये की घूस ली जाती है—चांच सौ रुपये से कम नहीं लिये जाते हैं। वेचारे सेनानी गरीब हैं। वे अपनी शरज में आकर पैसा भी दे देते हैं। इन बातों की गोरक्षा होनी चाहिए।

मैंने 7 अप्रैल को प्रधान मंत्री को पत्र लिखा है, जिसमें इन आठ मांगों समेत तेरह मांगों का जिक्र किया है। उसी के जवाब के आधार पर हमने यह बहस शुरू की है। सरकार ने हमारे संगठन की आठ-सूत्री मांग पर विचार कर लिया होगा। मेरी चिट्ठी में जो तेरह-सूत्री मांग का जिक्र है, उसने उस पर भी विचार किया होगा। हम जानना चाहते हैं कि सरकार इस सिलसिले में क्या करना चाहती है। क्या वह पांच हजार रुपये की आय की सीमा को समाप्त करना चाहती है या नहीं? क्या वह 200 रुपये की राशि को बढ़ाना चाहती है या नहीं? क्या वह स्वतंत्रता-सेनानियों को आयकर से मुक्त करने का विचार रखती है या नहीं?

जहां तक औरतों का संबंध है, अगर किसी

[श्री रामावतार शास्त्री]

स्वतंत्रता-सेनानी की मृत्यु हो जाये, तो उसेकी पत्नी को केवल 100 रुपये दिये जाते हैं, जबकि उस स्वतंत्रता-सेनानी को 200 रुपये दिये जाते यह विभेद क्यों है ? औरतों को तो ज्यादा राशि मिलनी चाहिए, क्योंकि उनकी आवश्यकतायें ज्यादा होती हैं, क्या सरकार औरतों को भी उनके मर्दों के बराबर पेंशन देने के लिए तैयार है ?

गांधी-इविन समझौते के जमाने के बहुत से सेनानी हैं। जिन्होंने पांच महीने तक सजा काटी है, उन्हें तो पेंशन दी जाती है। लेकिन कई लोग जेल में तीन-चार या साढ़े-चार महीने तक रहने के बाद गांधी-इविन समझौते के फलस्वरूप जेल से रिहा हुए थे। इसमें उनका कुसूर नहीं है। उन्हें क्यों दंडित किया जाता है ? हम लोगों की मांग है कि उन तमाम लोगों को पेंशन देने की चाहिए, अगर वे सही सेनानी हैं, तो। हमारा संगठन जाली स्वतंत्रता-सेनानियों के विरुद्ध है। इस बारे में ठीक तरह से जांच की जाये और जो पकड़ा जाये उसेको मेजा दी जाये। उसकी मिफारिश करने वाले को भी सजा दी जाये। उस पर हमें कोई एतराज नहीं है। लेकिन सच्चे स्वतंत्रता-सेनानियों के साथ ठीक व्यवहार होना चाहिए।

जब वे लोग दफ्तरों में जाते हैं, तो उन्हें लांछित और अपमानित किया जाता है। वे लोग हमारी राष्ट्रीय निधि हैं। जितने दिन वे ज़िन्दा रहेंगे, देश उनसे प्रेरणा लेकर आगे के कर्तव्यों को निष्पन्न करता रहेगा, उनसे स्वतंत्रता को बचाकर रखने की प्रेरणा लेगा।

मैं यह जानना चाहता हूँ कि इन सब मांगों के बारे में सरकार का क्या विचार है और इस मिलजुल में वह क्या कार्यवाही करना चाहती है। जिन लोगों की पेंशन जनता पार्टी की सरकार के जमाने में बन्द कर दी गई थी, उनके बारे में वह क्या करना चाहती है ? क्या उसने ताम्रपत्र देने का निश्चय किया है या नहीं, जिसे जनता पार्टी सरकार ने बन्द कर दिया था ? मैं इन सवालों का जवाब चाहता हूँ।

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): Mr. Deputy Speaker, Sir, I want to remind the hon. Member, Shri Ramavatar Shastri Ji, that this Scheme was started on the 15th of August, 1972, by the present Prime Minister, Mrs. Indira Gandhi, when she was Prime Minister at that time also. It is because she has a great sympathy—and not only sympathy—love and respect for all the freedom-fighters, that she started this scheme.

SHRI HARINATHA MISHRA (Darbhanga): She herself is a freedom-fighters.

SHRI YOGENDRA MAKWANA: As I said, she has got great respect for the freedom-fighters, and therefore she started this Scheme. I also agree with you that it was the Janata Party which stopped this freedom-fighter's pension scheme; for some time pensions have been stopped for some freedom-fighters. After we took over, under her instructions, we have given the pensions to those whose pensions were stopped. In many cases, we have reviewed. There are very many cases which we are reviewing at present.

MR. DEPUTY-SPEAKER: You can give the number if it is available.

SHRI YOGENDRA MAKWANA: I will give in course of time. In other cases also, wherever we have got representations from them, we are reviewing them.

The Freedom Fighters' Pension Scheme provides for the grant of pension of Rs. 200 per month for living freedom fighter and Rs. 100/- for widow if the freedom fighter is not alive. In the case of family pension additional amount of Rs. 50/- is sanctioned for every unmarried daughter subject to a total family pension of Rs. 200/- p.m.

Government are fully aware of the problems faced by the freedom fighters. The question of enhancement of their monthly pension of Rs. 200/- has been receiving our earnest consideration. The question of removal of the annual income ceiling of Rs. 5,000/- which was fixed in 1972 has also been receiving our consideration. In view of the heavy financial implications of a recurring nature involved in accepting these demands and difficulty of finding additional resources for meeting the enhanced expenditure on the Scheme, there has been some delay in taking decision. Government would do their best to expedite their decision.

on these two issues which have been agitating the minds of the freedom fighters.

Government have given full consideration to the 13 points raised by the hon. Member in his letter to the Prime Minister. As the hon. Member is aware, the Home Minister has already replied to him on 13-6-1980. The Government have also given careful consideration to the demands submitted by the All-India Freedom Fighters' Organisation in February 1980. The two main demands, as already stated, are under examination. As regards other demands, Government have not been able to agree to the following:

(a) Statutory recognition of the Pension Scheme;

(b) Tax-free freedom-fighter pension;

(c) Recognition of the suffering in the Army Mutinies as part of the freedom struggle.

As regards other points raised by the hon. Member in his letter to the Prime Minister, I would like to explain the position point-wise:

(i) Grant of pension to people released under Gandhi-Irwin Pact. Relaxation has been given to the extent of one month remission on 6 months' or more conviction. It has not been possible to relax any further.

(ii) Enactment of Central Legislation for providing medical facilities.

All the State Governments and Union Territories Administrations have their own Schemes and it has not been considered necessary for the Central Government to enact any legislation.

(iii) Restoration of suspended pension:

Pensions have been suspended on valid grounds and the individuals con-

cerned are given opportunity to explain their position and adduce additional evidence. On its receipt their cases are reconsidered and pension restored in eligible cases.

(iv) Verification of bogus cases of Freedom Fighters:

The present procedure of getting complaints verified through the State Governments and sanctioning pension only on the basis of reports from the State Government seems to be adequate.

(v) Extension of last date for applications:

It has not been possible to agree to this since the Scheme has been in existence for the last nearly 8 years and people had ample opportunity to apply earlier.

श्री रामवृत्तर शास्त्री : 31 मार्च 1974 तक ही समय था। आप 8 साल जोड़ रहे हैं।

(Interruptions).

SHRI VOGENDRA MAKWANA:

(vi) Awarded to Tamra Patras:

Decision has been taken to continue the Scheme for award of Tamra Patras.

(vii) Publication of 'WHO'S WHO' of freedom fighters:

It may not be possible at this stage to compile such a list.

(viii) Visit of freedom fighters to the historical places once a year:

Due to heavy financial implication, it has not been possible to consider this demand.

(ix) Stoppage of corruption:

No action is possible on general and vague references.

Then he said about the re-naming the Scheme. It has been decided that the Scheme be renamed as "Swatantra Sainik Samman Pension Scheme". This was the name suggested by the All India Freedom Fighters Organisation.

SHRI C. T. DANDAPANI: I cannot understand the meaning of it.

SHRI YOGENDRA MAKWANA: Swatantra Sainik Samman Pension Scheme means "Freedom Fighters Pension Scheme". So, Sir, most of the demands we have considered and as I have said there are some financial implications. We have to refer it to the Finance Ministry and we have to go before the Cabinet also. Therefore, it takes some time and I have already replied to the Hon. Member that it is under consideration and it will be decided as early as possible.

MR. DEPUTY-SPEAKER: Mr M. C. Daga, you can put only one question. This discussion must be over before 6.30 P.M.

श्री मूलचन्द डागा (पाली) : उपाध्यक्ष महोदय, प्रधान मंत्री जी ने यह आश्वासन दे दिया था कि स्वतंत्रता सेनानियों की कमेंटी ही इन मांगों पर विचार करेगी उसके बाद यह निर्णय लेने के पहले उस कमेंटी को न बूलाकर और इनको स्टेट्यूटरी रिकग्निशन न देकर आपने आगे के लिए यह रास्ता खोल दिया है कि स्वतंत्रता सेनानी को पेंशन, कोई नयी पार्टी की सरकार आकर चाहे तो उसको बन्द कर दे। जब आप मानते हैं कि इनको स्टेट्यूटरी रिकग्निशन देना चाहिए और स्वतंत्रता सेनानियों को कमेंटी बूलाकर, जो भी निर्णय वे लें उसको मानना चाहिए और स्वतंत्रता सेनानियों की कमेंटी को ही मौका देना चाहिए कि किसी दस्तावेज को वे ले सकें और अपना निर्णय दे सकें तो जो कोई करप्शन है या नहीं यह आप उनके ऊपर ही दौड़ दें। स्टेट्यूटरी रिकग्निशन न देने का मतलब यही है कि अभी भी आप इस बात को खूला रखना चाहते हैं कि आगे कोई तो इसको बन्द कर दे। मैं जानना चाहता हूँ आप कौन सी तारीख तक निर्णय ले लेंगे? फिक्स्ड डेटे आप बताते कि इस डेटे तक आप निर्णय ले लेंगे।

SHRI NIREN GHOSH: Sir, I am not a person who will accept anything from the Government on account of my participation in the freedom struggle. They gave me Tamra Patra, but I rejected it. But for those who

want this Pension Scheme to be included, I would like to plead for them. Delhi office has lately been telling us that our (S.A.C.) recommendation for political pension will not be accepted if it reached Delhi after 30-4-79. Delhi office has sought to apply such exclusions even to applications received at the Writers Building by 31-3-1974. But the Committee dealing with it could not perhaps send the same to you before 30-4-1979. Such cases are creating extreme difficulties. I think, you will kindly consider it. The delay in various cases is due to illness, which should be condoned on production of medical certificate. The delay for production of the annual income over Rs. 4999/- should also be condoned on production of retirement certificate etc. Delay in respect of the illiterate people who plead ignorance to this scheme may also be condoned. All these require sympathetic consideration.

Then, in my part of the country many people have come over from Bangladesh. They are divorced from each other. It is very difficult for them to get co-prisoner certificates from those who have remained in the same prison. Some solution should be there for this.

Persons involved in the trade union and kisan movements before 1947 were also entitled to pension under this scheme, but somehow that was discontinued. They should also be included in this. That should be regarded as part of the anti-imperialist struggle.

Further, if some persons are still in Bangladesh and ultimately they are forced to come over here by any reason whatsoever, you should consider their cases at the appropriate time and should not regard their cases as time-barred.

I find that the co-prisoner certificates from the Ex-M.Ps are also not been accepted. This should be considered.

Lastly, I would like to point out that some mutiny cases are also there. All these mutinies did take place. The various cases are for example RIN, Chandersingh Garwal case, 21st Central India Horse, Empty Loading and Unloading case, Suez—Army Revolt, 1943 Artillery Army Revolt at Madras in 1943, Steel Hemlet case at Hong Kong—all these cases you should consider.

Finally, I reinforce the demand that has been made that you should change the figure of 200 to 500.

SHRI YOGENDRA MAKWANA: Shri Daga made a point for giving statutory status to this scheme. I would like to point out that this question has received full consideration earlier also at the time of introduction of the scheme. The then Minister, Shri K. C. Pant made a statement in the meeting of the Consultative Committee that we might try out the scheme, as implementation of a scheme of this kind gives us far more flexibility. If there is a statute, there will be rules and regulations with the result that the form of verification would be stricter and all kinds of technicalities would come in operation. (Interruptions) .. If you give a statutory backing, then it will become just like a Government scheme for Government servants. Why do you want to denigrate the freedom fighters? We want to give them this pension with respect. We do not want to denigrate them to the status of Government servants... (Interruptions). They have rendered service to the nation; this scheme is out of respect towards them. We don't want to downgrade them to the level of Government servants. Therefore, the statutory backing is not there. (Interruptions) About the date, I cannot give a fixed date, because many formalities are to be followed. Some certificates are given, which are incomplete. In many cases—I can give you the number, if you want—they have simply sent the application saying: "I am a freedom fighter. Please

sanction freedom fighters' pension to me." How is it possible to sanction pension on the basis of such applications? (Interruptions) There is no form. They have not supplied any information. (Interruptions)

SHRI MOOL CHAND DAGA: About the amount, which you want to increase, I want to know the exact date. By what date will you enhance the amount?

SHRI YOGENDRA MAKWANA: That also is not within my powers. It is with the Finance Ministry. I have referred it to them. About financial implications, we have to refer it to the Finance Ministry. We have referred it to them. Then it will have to go to the Cabinet.

PROF. N. G. RANGA: How long will you take.

SHRI YOGENDRA MAKWANA: I cannot say. It is not my Ministry. I cannot say anything about the Finance Ministry. How can I say? I cannot say anything about it. I am not able to fix a date. These are the two questions of Mr. Daga.

About Niren Ghosh now. He pointed out that the last date for applications should be extended. The scheme is there in operation for the last 8 years.

SHRI RAMAVATAR SHASTRI: But the last date was 31st March 1974. (Interruptions)

SHRI MOOL CHAND DAGA: What about the formation of a committee of *swatantra senanis*, and that committee applying its mind to it and giving its suggestions?

SHRI YOGENDRA MAKWANA: I have taken note of the suggestion of Mr. Daga.

PROF. N. G. RANGA (Guntur): The Prime Minister has said that... (Interruptions) a panel of freedom fighters for among M. Ps will be formed to help Government.

SHRI YOGENDRA MAKWANA: Prof. Ranga, the Prime Minister has said many things, and we are doing them. We are acting according to the instructions of the Prime Minister.

PROF. N. G. RANGA: No, no. Prime Minister has agreed to form a panel; and you are saying that you are cancelling them.

SHRI YOGENDRA MAKWANA: I have said that I have taken note of it. It does not mean that it has been cancelled. It is still there. Then about mutinies... (Interruptions).

SHRI NIREN GHOSH: Due to several reasons, e.g. the State body vetting these applications, they may

reach you a little late. For that reason, you should not reject them.

SHRI YOGENDRA MAKWANA: If it is received by any Government—State or Central—that date will be taken into consideration.

MR. DEPUTY-SPEAKER: The date of receipt by the State Government will be taken into consideration. Now it is over. The half-an-hour discussion is over. The House stands adjourned.

18. 33 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, July 4, 1980/Asadha 13, 1902 (Saka).